The Irish Times.

VOL. LVIII. NO.—18,376. DUBLIN, FRIDAY, FEBRUARY 18, 1916. PRICE ONE PENNY.

SPECIAL EXTRA

LADIES' COSTUMES AND BLOUSES

FRENCH CLEANED AND FINISHED IN THREE DAYS. CHARGE MODERATE. THE MOST ELABORATE COSTUME CLEANED WHOLE.

PRESCOTTS' DYE WORKS, DUBLIN, BELFAST, CORK, AND LIMERICK.

MISCELLANEOUS.

NOTICE TO CREDITORS.

DANIEL MOLONEY, Bridge House, Knocklong, Deceased.

Creditors are hereby required to forthwith furnish full particulars in writing of their claims to the undersigned Solicitor for the Executors.
RICHARD MOLONEY, Solicitor, Clonmel.

MILLINERY—BUYER WANTED, first-class City House. Apply, in confidence, with full particulars experience, salary, etc., A 1237, this office.

LOANS Granted at moderate interest in connection with Life Assurance by the ENGLISH and SCOTTISH LAW LIFE OFFICE, 41 Lr. Sackville street, Dublin, and 5 Lombard street, Belfast. Apply for Loan Prospectus, showing terms of repayment, to DAVID DRIMMIE and Sons, Secs. 'Phones—Dublin, 461; Belfast, 4257.

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BEST BECAUSE PUREST. When you want PURE Cocoa Shells demand "KOKOTEE."

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5001 DUBLIN for Thompson's Taxi-Cabs. Telegrams—"Tractous, Dublin."

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LOANS £10 £500 PROMPTLY AND STRICTLY PRIVACY GUARANTEED. To Farmers, Shopkeepers, Doctors, Ladies, Gentlemen, and all Respectable Applicants on Simple Promissory Note. Distance no objection. Repayments arranged to suit advances. Reasonable interest. Send quotations for Short Loans. No fees or preliminary expenses. No business actually completed. Apply personally, or by letter, to D. COWAN, 25 DRURY ST., DUBLIN.

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BIRTHS, Marriages, and Deaths (which in all cases must be authenticated) not exceeding 5 lines, 3/- each insertion; 4 or more lines, 5d. per line. Notices that have appeared in this paper will be repeated in the Weekly Irish Times at half the foregoing rates. Pay Other Orders payable to IRISH TIMES, LIMITED.

BIRTHS.

ADLER-CRON.—February 15, 1916, at Hollyhurst, Sunnyside, the wife of John Lapeyre Adler-Cron, of Moygiare, Co. Meath, of a son.

BOLAND.—February 15, 1916, at 89 Lower Baggot street, to Mr. and Mrs. Boland, The Bungalow, Howth Road, Raheny, a daughter.

BURNS.—February 15, 1916, at Brooklands, Greyhouse, the wife of Lieutenant Beatrice, Army Veterinary Corps, of a son.

HAWKES-CORNOCK.—February 16, 1916, to Mr. and Mrs. J. E. Hawkes-Cornock, Newcastle West, a daughter.

WHITE.—February 15, 1916, at 3 Mount street crescent, Dublin, the wife of Gerald Gravis White, of a son.

MARRIAGES.

BARRINGTON AND SHIRLEY.—February 4, 1916, Mass Church, Queen's Gate, by the Rev. Canon Meredith, M.A., assisted by the Rev. J. Burrows, B.A., Henry Barrington, Knockrea, Cork, and only son of the late John Barrington, Strathdally, Queen's Co., to Dorothy Shirley, eldest daughter of Caleb Shirley, Shrewsbury, Durrow, Queen's Co.

CLIFFORD AND GILL.—January 31, 1916, by special licence, at the residence of the bride's parents, by Rev. S. Dickson, Satisfield, Navan, Wm. Clifford, J.P., Plantation House, Cork, youngest son of David Caldwell and Mrs. Caldwell, Woodbrook, Ballinderry, Co. Antrim, to May, only daughter of John Gill, J.P., Rockvale, Satisfield, Co. Dublin.

HUDSON AND RICE.—February 12, 1916, at St. John's Church, Dublin, by the Rev. Canon Gregg, M.A., Vicar, assisted by the Rev. J. W. Cotterill, M.A., Captain Ernest Hudson, R.G.A., eldest son of Alfred Arthur Hudson, K.C., of Mount street, Grosvenor square, to Grace, only daughter of the late William Rice, M.D., J.P., of Rockbrook Grove, Dundrum, Co. Dublin.

MITCHELL AND FITZGERALD.—On Wednesday, February 9, 1916, at Westminster Cathedral, by the Very Rev. Monsignor Carter, D.D., Vicar-General, assisted by the Rev. J. H. Thomas, Albert Edward H. Richardson, British Expeditionary Force, second son of J. H. Richard, of Kerry, Ireland, to Bridgeen, Grosvenor square, of M. Williamson, Esq., Westmount, Malvern.

DEATHS.

BADHAM-THORNHILL.—At Nursing Home, Lucerne, Jane Badham-Thornhill, widow of Lieut.-Colonel Badham-Thornhill, of Castle Kelvin, Naas. Funeral Mount Jerome to-morrow (Saturday).

BYRNE.—February 17, 1916, Arthur Blake, C.P.S., Northbrook, High Mass St. Mary's, Rathmines, 11 o'clock to-morrow (Saturday). Funeral American papers please copy.

CAHILL.—February 16, 1916, at the Shannon Hotel, Cahirciveen, Walter Kathleen, Proprietor. Funeral to-day (Friday) at 2 p.m.

CUNNINGHAM.—February 16, 1916, in Dublin, David Hugh Moses Evans Cunningham, second son of the late William Evans, Ballyvan, Mountnugent, Co. Cavan. Funeral private.

FARRELL.—February 16, 1916, at Walterstown, Moneylty, the Honourable Lucretia Parsons Farrell, widow of the late John Arthur Farrell, Baron of Moneylty, and second daughter of the late Viscount Greenwood, Rendlesham Manor, Suffolk. Friday, 18th, at Moneylty Roman Catholic Church at 11.30. Funeral immediately after. R.I.P.

FEENAN.—February 16, 1916, at his residence, 86 Lower road, Kilmainham, John William Feenan, aged 72. Deeply mourned by his sorrowing relatives and family. R.I.P. Funeral will take place from above address at 10.30 o'clock Sunday morning for Glasnevin Cemetery.

GARRITT.—February 17, 1916, in the Royal Naval Hospital, Yarmouth, Hayes Garritt, dearly beloved son of Harriett and the late William Garritt, 8 Fingerald street, Harold's Cross.

HEYN.—February 15, 1916, at Abbeville, Wicklow, William N. Hayes, in his 87th year. Funeral to Wicklow Churchyard, 2 o'clock, to-day (Friday).

IEVERS.—February 12, 1916, suddenly, at Drogheda, Lieutenant-Colonel C. E. Ievers, O.C., Connaught Rangers, Waterville.

MCCANN.—February 7, 1916, at a Private Hospital, Dublin, Maurice McCann, of Rathmartin, Howth, Co. Meath, formerly of Castlestone, aged 76 years. R.I.P. Funeral (private) to-morrow (Saturday).

STEVENSON.—February 15, 1916, at Boortree Rectory, Rev. Thomas Stevenson, B.D., eldest son of the late Thomas Stevenson, Lurgan. Funeral (on Friday) morning, 11.45, Mount Jerome Cemetery.

STIRLING.—February 17, 1916, at Granite Lodge, Kingstown, Ina Jenny, eldest daughter of James Tate and Gertrude Stirling. Deeply regretted. Funeral strictly private. R.I.P.

WORTHINGTON.—February 17, 1916, at Navan, suddenly, Richard Parsons Worthington, of Thurlville, Grosvenor road, Rathgar, aged 72. Funeral to-morrow (Saturday), 9 o'clock, Mount Jerome.

ACKNOWLEDGMENT.

MRS. A. J. JOHNSON, 5 Albert Villas, Donnybrook, Dublin, desires sincere thanks for kind sympathy in her recent sad bereavement.

IN MEMORIAM.

DOYLE.—First Anniversary—In sad and loving memory of Bridgen Doyle, 3d Irish Guards, who fell in action February 18th, 1915. Sacred Heart of Jesus, have mercy on his soul. Mass for Mass, Monasterboice Road, this day. Inserted by his loving parents, sisters, and brothers.

FANLON.—In sad and loving memory of Margaret (or Peggy), died February 18th, 1915. Dearly loved and sadly missed by her sorrowing friend and children.

ANNOUNCEMENTS received late for insertion in this Column will be found on Page 4.

FRESH FISH / GAME / POULTRY — Also Every Description Market Garden Produce. LAWSON-POWELL, First-Class Fish, Oyster, Ice, Game, & Poultry Stores, 2 CHATHAM STREET, GRAFTON STREET, DUBLIN.

ECONOMISE By Saving your Health. Sound, Refreshing Sleep is ensured by Sleeping on a "VI-SPRING" MATTRESS. Call or write for particulars. PIM BROS., LTD., EXCHEQUER STREET.

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EDUCATION.

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CROWN WALLSEND	58/-	FOR CASH	57/-
BEST ORRELL	37/-	FOR CASH	36/-
DERBY BRIGHTS	36/-	FOR CASH	35/-
BEST WIGAN	35/-	FOR CASH	34/-
WHITEHAVEN	35/-	FOR CASH	34/-
KITCHEN	35/-	FOR CASH	34/-
BEST SLACK	29/-	FOR CASH	28/-

Also Anthracite Beans and Peas for Suction Gas.

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CITY PRICES THIS DAY.

BEST ORRELL	37/- per Ton.	Cash.	36/-
BEST WIGAN	35/-	"	34/-
WHITEHAVEN	35/-	"	34/-
PEMBERTON WIGAN	34/-	"	32/-
BEST SLACK	29/-	"	28/-

Best Welsh Steam, Smithy, Malting Coal, and Anthracite for Suction Plants; also Gas Coke. Special Prices Delivered by Rail. Head Office—15 GREAT BRUNSWICK STREET. Telephones—Nos. 180 and 165. Also at 7 D'OLIER STREET. Telephone—874. And CROFTON PLACE, KINGSTOWN. Telephone—No. 3. Branch Offices—35 RATHMINES ROAD. Telephone—No. 1 Rathmines.

W. O. M'CORMICK & CO., LTD.

BEST ORRELL	37/- per Ton.	36/-	Cash.
BEST WIGAN	35/- "	34/-	"
BEST KITCHEN	35/- "	34/-	"
BEST ORRELL SLACK	29/- "	28/-	"

BEST COAL COKE. SPECIAL QUOTATION FOR COAL FOR THE COUNTRY. Offices—KINGSTOWN—Clarence House. DALKEY—Railway road. BLACKROCK—HAZLEY & CO. (Agents). Telephone—Kingstown—11.

THOMAS J. NICHOLL. BEST HOUSE AND STEAM COALS.

PRICES THIS DAY.

BEST ORRELL COAL	37/- per Ton.		
BEST WIGAN COAL	35/- "		
BEST KITCHEN COAL	35/- "		
BEST ORRELL SLACK	29/- "		

Less 1/- per Ton, Cash. Special Quotation for Steam Coal, Slack, and Coke. Head Office. 9 GT. BRUNSWICK ST. Coal Wharves: Custom House Docks. Telegrams—"Nicholl, Dublin, 159." 'Phones—159 and 517.

THOS. HEITON & CO., LTD., 18 WESTMORELAND STREET, DUBLIN, and at KINGSTOWN, BRAY, and NEWBRIDGE.

CITY PRICES THIS DAY.

BEST SILVERDALE ORRELL	37/- per Ton.	Cash.	36/-
BEST WIGAN	35/- "	"	34/-
BEST WHITEHAVEN	35/- "	"	34/-
BEST KITCHEN	35/- "	"	34/-
BEST ORRELL SLACK	29/- "	"	28/-

Coals Loaded Double Screened into Railway Wagons at our Country Wharf. Spencer Dock, prices on application. Welsh and Scotch Steam Coals, Anthracite Beans, Smithy Coal, and Gas Coke always in Stock. Telephones to all Branches and Stores. Telegrams—"Heiton, Dublin."

S. N. ROBINSON & CO., HEAD OFFICE—21 CITY QUAY. Branch Office—2 ELY PLACE.

BEST ORRELL	37/- per Ton.	Cash.	36/-
BEST WIGAN	35/- "	"	34/-
SPECIAL HOUSE	34/- "	"	33/-
BEST KITCHEN	35/- "	"	34/-
BEST ORRELL SLACK	29/- "	"	28/-

Special Prices for Coals Loaded into Railway Waggons. Telegrams—"Fires, Dublin." Telephone Nos. 283 and 286.

FLOWER & McDONALD, 14 D'OLIER ST., 14.

CITY PRICES THIS DAY.

BEST ORRELL COAL	37/-	For Cash.	36/-
BEST YORKSHIRE BRIGHTS	36/-	For Cash.	35/-
BEST WHITEHAVEN	35/-	For Cash.	34/-
BEST WIGAN	35/-	For Cash.	34/-
BEST KITCHEN	35/-	For Cash.	32/-
BEST ORRELL SLACK	29/-	For Cash.	28/-

BEST GAS COKE. Best Welsh Steam, Smithy, and Anthracite Peas and Beans. WHOLESALE ALT MERCHANTS. Telephones—Nos. 846 and 877; Malahide Telephone, 6; Balbriggan Telephone, 4; and Skerries. Telegrams—"Donald, Dublin."

WALLACE BROS., LTD. Telephone—3000. Telegrams—"Wallace."

BEST ORRELL	37/- per Ton.	Cash.	36/-
BEST WIGAN	35/- "	"	34/-
WHITEHAVEN	35/- "	"	34/-
BEST KITCHEN	35/- "	"	32/-
BEST ORRELL SLACK	29/- "	"	28/-

Coals for Country Loaded Direct from Steamer into Railway Waggons. SPECIAL PRICES. Head Office: 23 WESTMORELAND STREET, DUBLIN. KINGSTOWN, BRAY, MONKSTOWN, &c.

P. DONNELLY & SONS, 29 LOWER SACKVILLE STREET (OPPOSITE G.P.O.).

BEST ORRELL	37/- per Ton.	36/-	Cash.
BEST WIGAN	35/- "	34/-	"
BEST KITCHEN	35/- "	32/-	"
BEST ORRELL SLACK	29/-	28/-	"

Coals Loaded Double Screened at Special Prices for the Country from our own Railway Siding at Spencer Dock. Telegrams—"Fialuie, Dublin." Telephones—1465 and 2567.

LOST AND FOUND.

DROPPED in 3rd Class carriage, 14th inst., on st. Stephen's Green, a gold watch, with silver, gilt, and enamel, containing gold fob, with initials, gilt, and enamel. Anyone meeting with Stationmaster at Portarlington Station will be well rewarded. 5 18

FOUND, on Sunday night, a Dog, without collar. Apply to Concannon, Anfiel, Blackrock. B

FOUND, in Kildare st., Wednesday evening, the 16th inst., a Scotch Terrier, with name on collar. Apply 10 Pembroke Park, Dublin. B

FOUND (recently) at one of the Company's stations, small dark Mare (Report—Ass Cousin). M.G.W.R., Broadstone, Dublin.

LOST from 7 Fitzwilliam square, Police Dog, wolf L head, dark brown, resembling

MOTOR MATTERS, BICYCLES, &c.

MOTOR CARS.

PERRY COUPE, in Biscuit Colour, 11.9 h.p. Dynamo Lighting, Self-Starter. Immediate Delivery.
WALLEN'S, 21 AND 12 ST. ANDREW ST., AND TRINITY ST. GARAGE, DUBLIN.

BRITTAIN'S FINEST MOTOR OFFER.
BRITTAIN'S FINEST MOTOR OFFER.
BRITTAIN'S FINEST MOTOR OFFER.
MOTOR LUBRICATING OIL HAS AGAIN GREATLY INCREASED IN PRICE, BUT FOR ORDERS BOOKED DURING FEBRUARY MY PRICES REMAIN THE SAME, NAMELY:—
BARRELS — 2/3 PER GALLON.
HALF BARRELS — 2/6 PER GALLON.
CARRIAGE PAID TO ANY STATION IN IRELAND.
WRITE FOR PERFECT LUBRICATION LEAFLET.
G. A. BRITTAIN, HATCH ST., DUBLIN.

A FORD VAN £135, will reduce delivery costs by half and do the work of three horses. Delivery from Stock.
T. J. WOODS, Westland Row.

FORD VANS for all tradesmen. A Ford Van will twelve the area covered by your present delivery service. It will do three times the work at half the cost. There is a method, for their use, which, war or no war, increasing army of Ford Vans appears on the roads. Prices speak louder than words. Write to us for comparative running costs, showing the saving over horses.

THOMPSON'S MOTOR CAR CO. LTD., DUBLIN AND BELFAST. Telephone—Dublin, 5003.

MARLBOROUGH LIGHT CAR in stock for immediate delivery. Fitted with dynamo lighting set, speedometer, spare wheel and tyre. £250

FORD TWO SEATER, dickey seat, Stepney, £270 in excellent order.
ST. STEPHEN'S AUTOCAR CO., LTD., 21 Dawson st., Dublin.

COMMERCIAL MOTOR VEHICLES.
4 CWT. TO 5 TONS.
Special Quotations free.
THE DUBLIN MOTOR CO. LTD., 25 STEPHEN'S GREEN, DUBLIN.

DELVAUX, 12-16 h.p., 1913, four seater, touring condition, equipment, accessories. Address 45 Lombard st., City.

FOX sale, 12-20 Hamber, splendid 5 seater, double dickey, 28-32 Minerva, six seater, landau-bolte hide detachable, with Dietz lamps, £350. Model Ford, delivered new first week April, 1915; 16-20 Fire Sector Maxwell, perfect condition; other Fords, Universal Tool and Cutter Grinder—Sweney Brothers, Athlone.

FOR Sale Beardon Number 5 Seater, four cylinders, 15-20 h.p., magneto ignition, gears, new forward and reverse, 18 in. brake drum, Zenith Claudel Hobson carburetter, tires practically new, sleeper wheel, clear space behind. Car is in splendid running order. For full particulars apply T. Mallon, The Square, Lucan.

FORD, 1915, Five-seater, new magneto and coils, new tires, new battery, detachable rims, spare wheel, tool, and tube, in excellent condition, any trial, a fine bargain, £85.—Dublin Motor Agency, Limited.

FOR Sale, Marlborough Car, 12-15 horse power, late 1914, price £155. Address "Z 905, Motor," this office.

HUMBER 15 h.p., at Sowell's, excellent order, new tyres, only hired or make splendid car. £175. A-14, this office.

HUMBER, 12 h.p. Touring Car, in excellent condition, all equipment, owner going to India and has no further use; a great bargain for quick sale. Kildare Motor Works, Lower Abbey st., Dublin.

IF you are looking for a practically new Motor Car at a bargain, write Motor Department, Cork Steam Bacoma Available.—Irish Motor Company, Cace place, Cork.

MARLBOROUGH, 12 h.p., Tourer Two Seater, with dickey seat for two, hood, screen, lamps, hooters, tools, tire holders, spare wheel, in good order. £175. Touring Car, hood, screen, detachable wheels and spare, mounted, in good order, £125. Apply Arnott Garage, 1914 Touring Car, hood, screen, detachable wheels, lamps, tools, £230.—Thompson and Co., Limited, 1 Hume st., Dublin.

NEW Ford Van, four seater, in stock for immediate delivery, price £155, plus carriage.—Victor H. Wilson, 6 Dame st., Dublin.

SMART Brian Coupe, 10-12 h.p., 4 cyl., Zenith carburettor magneto, overhead lamps, detachable spare wheel, tire carrier, very little used.—Gardiner and Baker, Hackleton road.

MOTORS CONTINUED

PULLMAN self starting, dynamo lighting Cars are supreme in their class because they combine luxury with reliability, beauty with sound construction, and with economy, price, complete, £295; delivery from stock; Touring Cars, Clover, three seater and two seaters; when you tide in a Pullman you tide in the Palace car of the road.—Breen, McAuley, and Co., Downtown, Dublin.

VINCENT-HOLLIER 8 cylinder Cars, £560. Distributing Agent for Munster, Leinster, and Connaught, Philip Phibbs, M.I.E., Molesworth st., Dublin. Dublin. From 2 to 60 miles per hour in top gear.

9 TALBOT Magneto Zenith, economical car; cheap; perfect.—194 North King st.

12 H.P. Siddeley Deasy, 4 seater, price £180.—Lennon's Garage, Smithfield.

20-25 OVERLAND, cost £299, in new condition, very small mileage, complete with electric lighting set and electric self starter, etc.; the car has been exceptionally well looked after and is in perfect order, £215.—J. Barrett, 129 Stephen's Green.

1913 FORD, Enclosed body, many extras, Warland Dryden-hide Hood, £105; 15 cwt. Van, complete, £70.—The Dublin Motor Co., Ltd.

1916 SAXON, Practically as Tourer but £150; delivery from stock.—Wayte Bros., 12 Lemon st., off Grafton st.

WANTED.

DAIMLER Car, chain driven, Wanted, cheap; fair condition.—A 1135, this office.

WANTED, Ford Van, Tourer, Swift, or other light Car, second-hand. Send particulars to Edward MacLaughlin, Doagh, Kerry.

MOTOR CYCLES.

A 1—WHY Wait? We can deliver from stock 3½ h.p. Sunbeams, 5, also 7.9 Indians, 4, also 7.9 Harley-Davidsons, 3½ Lea Francis, 3 Enfield, 2½ Levis, 2½ Sparkbrook, 2½ Dicon, 2½ New Imperial Jap. Call to see them at Wayte Bros., Lemon st., off Grafton st. 'Phone, 1597.

AT WALLEN'S GARAGE. DELIVERY FROM STOCK. A.J.S. TRIUMPH, DOUGLAS, ROYAL INDIAN, A.M. EXCELSIOR, and O.K. MODELS. 21 AND 12 ST. ANDREW STREET, AND TRINITY ST. GARAGE, DUBLIN.

A VANCES ON Motor Bikes, Cycles, Jewels—Gorman, Pawnbroker, Wholesaler of Cycles, Four Courts, under Christ Church; superior new garage; write or call. Established 1840.

A UTO Accessories Co., 2 Bachelor's Walk, have a large display of second-hand Motor Cycles for Sale. Inspection invited.

CRESCENT Hockey, and Invicta 3 speeds Motor Cycles, single and 2 speed gears, from £52 to £60; delivery from stock.—Sole Irish Agents, Rodger-Wainworth, Ltd., Stephen's Green, Dublin. £4 9

FOR Sale, 5-6 h.p. Motor Cycle, 1915 machine, 3½ h.p., cost 6 per annum, tyres, and spares, price £25 only; price £28.—Address "Z 100," Motor," this office.

L.M.C. 3½ 4½ and 5 h.p. Motor Cycles, 2 speed gears, delivery from stock.—Sole Irish Agents, Rodger-Wainworth, Ltd., Stephen's Green, Dublin.

MANY BARGAINS in Second-hand Motor Bicycles at Warren Bros., Limited, Grafton st.

MORGAN Runabout, 8 h.p. Jap engine, 700 x 80 tires, electric lamps, special bargain, £45.—Wayte Bros., 12 Lemon st., off Grafton st.

SUNBEAM, 3½ three speed, Gloria, 15 cushion Ribbed, Carrier Warner, £135; this office.

TWO speed O.K. Jr., four stroke, £35.—Kelly, Lower Dorset st.

TWO stroke Sun.—Kelly's, Abbey st., sole agents for Dublin 1380, Dublin.

1915 Douglas 3½ h.p. counter shaft, three speed gear, chain drive, Cowbbuch Bidenal, £50 or nearest offer.—A 899, this office.

WANTED.

WANTED, Douglas or other standard Motor Bicycle, 1914 or 1915; perfect order essential; state price and full particulars.—A 1146, this office.

£10 TO £50 Advanced on Motor Cycles, or purchased for cash at Kelly's, Fleet st.

MOTOR LORRIES AND VANS.

MOTOR Traction—Two 4 Ton Motor Lorries for Hire 32 Mow st.

BICYCLES.

A 1 LARGEST Stock of high class Cycles; no advance in prices. Sundeans, Lea-Francis, Sparkbrook, B.S.A., Enfields, Humbers, Speed Kings, and all cycles in part payment; deferred payments arranged. Cash, write, or 'phone, Wayte Bros., Lemon st., off Grafton st.

A CYCLE, £1 deposit and 6/- monthly.—Wayte Bros., Lemon st., off Grafton st.

A LADY'S second-hand Bicycle for sale, as new, free wheel, 3/- 2/6.—Apply Irish Times Office, Kildare st.

BECSTON Humber, Gamage, 28" frame, 5 speeds, oil bath, 28" wheels, 22" frame, 2 speeds; Beeston, 26" 5 speeds; Gamage, 26" and nearly new; 2 Dunlop Tyres, 28" x 2 1/8; 1 Tube, 28" x 2 1/8; 1 Tube, 28" x 2 1/8.—Apply Irish Times Office, Kildare st.

A FULL Range of 1916 Model Royal Frankforts are now arriving at our City Depot, 128 Stephen's Green (the old Dublin Bicycle Depot); prices from £10 10s. to £15 15s.—J. Fitzpatrick.

A RE you wasting a high Grade Cycle on the Roads? Let us overhaul you. Repairs a specialty. Prices per postcards on 10s and six months' guarantee. 128 Stephen's Green.—Factory—56 Rathmines road.

A FEW practically new Cycles to be Sold Cheap.—Railway Lost Property, 35 Grafton st., Dublin.

A MAN'S mind up, have a Rover Cycle for 1916. Best Cycle on the market, sole agent Dublin, 9 14.

ROVER Cycles, £1 deposit and 10/- monthly.—Sole Agent, Cycle Depot, Aston's quay, Dublin. 6 14

RALEIGH Cycles, £1 deposit and 10/- monthly instalments of 14/6.—Price Brothers, Lower Abbey st.

STEVENS Cycle Hospital for Cycle Repairs.—Stevens Cycle Depot, Aston's quay, Dublin.

SCOOTING Outfits, Cycles, Motors, large Stock in Hire, including Pinnacles, Humber, Enfield, Rover, Triumph, Prices from £3 to £5.—J. Fitzgerald, 128 Stephen's Green (the old Dublin Bicycle Depot).

TRIUMPH Cycle, £1 in 14 months.—Stevens' Cycle Depot, Aston's quay, Dublin. 6 14

YOUR Cycle Cured, Cleaned, and Adjusted, 1/6.—Stevens' Cycle Depot, Aston's quay, Dublin. 6 14

WANTED.

LADY'S Bicycle Wanted, good condition; state price and make.—A 1205, this office.

CHAUFFEURS AND MOTOR MECHANICS.

WANTED.

DRIVERS for Motor Omnibuses and Electric Trams; work at home for Irishmen; Irish Health Insurance; Engineer's previous experience preferred, but not essential; good wages to suitable men. Address, stating age, number of years' experience, and whether physically fit, "Z 992, Motor Drivers," this office.

DISENGAGED.

A YOUNG Chauffeur seeks situation; good driver; strict T.T.; city experience; training regards and references Peter Burke, Kilmacud, Stillorgan road, Donnybrook.

CHAUFFEUR, unofficial, seeks situation; indefatigable training reports.—A 890, this office.

CHAUFFEURS, &c., CONTD.

DISENGAGED.

CHAUFFEUR, single, seeks situation, Ford car preferred; first class; early experience; can do all running repairs; excellent testimonials; 30; this office.

CHAUFFEUR, disengaged shortly, careful driver, reliable, trustworthy, competent; excellent testimonials; Protestant.—Address "Z 985, Chauffeur," this office.

CHAUFFEUR Mechanic, Irish, desires change; 6 years' experience; excellent testimonials; 4 unobtrusive.—Address, 53 Rosher road, Cofford, London.

MEDICAL Chauffeur, 3 years' hospital course, all final repairs, careful driver, strict T.T.; highest references; married; 32.—Address "Z 1019, Driver," this office.

MOTOR Driver seeks engagement, 10 years last place, 4 years' excellent testimonials, T.T., Protestant, middle aged, married; strict T.T. Address "Z 1019, Driver," this office.

DOMESTICS CONTINUED.

CONTINUED FROM PAGE 1.

GENERAL SERVANTS WANTED.

APPLY—50 superior Generals, Lombard, Dublin, every evening.—Hampden's, 18 Merrion st. Phone 68 Seafield st.

GENERAL Servant Wanted who thoroughly understands her business; plain cooking; wash and mangle; small family; better Protestant; quiet country place, good wages given to a good reliable girl; references.—Apply Mrs. Ireland, Clearbrook House, Dundalk, Kilkock.

GOOD General required, two to family, quiet country place, 20 minutes train from Dublin; good wages to comfortable servant.—Address Mrs. Wright, Rathfarnham, Dublin.

GOOD General Housemaid, Protestant, 25 to 30; good wages; no laundry; 2 in family; good references required.—Mrs. Lord, The Glebe, Wexford, Burrow.

GENERAL Wanted, young Woman (R.C.), clean, tidy, and willing; good home to right person; wages 10s.—Apply Mrs. Pim, Malvern, Wicklow.

GENERAL Wanted, about 45, to do all Housework, family of three, Regina, elsewhere, stamp, 40 Upper Leeson st.

RELIABLE capable Girl (not under 20) for General, in Wicklow, where help is given; comfortable situation; wanted immediately; good wages paid if suitable; Mrs. Chamney, 18 Court road, West Norwood.

SMART young General, small family, wages £13.—Apply Mrs. Edward Barton, Stormont, Portarlington, Co. Leix.

CAN Lady recommend Girl, thick Nurse; little Cooking; wages £14.—Address "Z 934, Mail," this office.

EXPERIENCED Protestant Nurse Wanted, take him out three month; estate; state wages.—A 1076, this office.

EXPERIENCED Nurse Wanted, children, 5, 4, 3; and nice month; own nursery, bedroomed; wages £24 £26 and laundry state age.—Mrs. Longhan, Castle, Ballinrobe, Ballinrobe.

WANTED, a thoroughly experienced Infant's Nurse, for one child of four and fully six months, steady handed; nursery cleaned, washed on, and help given; recent change for quiet, reliable family; good Rathwood, Dunboyne, Co. Meath.

WANTED, experienced Infant's Nurse (R.C.) for good country place, Co. Tipperary; must take entire charge of the nursery, good conformist; young person preferred. Apply, with references immediately, to 8 Ely Place, Dublin.

WANTED for officer's family in Dublin, March 1st, Nursemaid, R.C.; some experience.—A 1050, this office.

WANTED, superior, experienced Nurse; Protestant; good needlewoman; one child—Bonford, Ferrans, Kilcock.

WANTED, respectable, competent Girl, R.C., for nursery; two who entire charge of baby, one month old (first baby). Send copies references to "Z 944, Irish Times office.

DOMESTICS DISENGAGED CONTINUED ON PAGE 8.

DOMESTICS CONTINUED.

WANTED, experienced Parlourmaid, Protestant, 3 in family, Rathgar road, Rathgar, Manager of the Junior Army and Navy Stores, D'Olier street, for an order requiring the action for Trial to the Recorder of Dublin. The action was brought by Mr. William Culley, grocer's assistant, of Grove Park, Rathfarnham, who was formerly in the employment of the Junior Army and Navy Stores, to recover damages for slander, the alleged slander being that the defendant accused him of having forged a certificate of health. Counsel opened a number of affidavits and submitted that the action was one which should be tried by the Recorder.

Mr. Joseph O'Connor (instructed by Messrs. Wm. Smyth and Son), on behalf of the plaintiff, opposed the motion to remit, and submitted that if the plaintiff was able to sustain the charge he was entitled to very serious damages—to much more than £50.

The Court remitted the action to the Recorder, costs to be costs in the cause.

MAP OF IRELAND INJUNCTION ACTION.

The Master of the Rolls yesterday resumed and concluded the hearing of the injunction proceedings brought by Messrs. Dobson, Eldridge, and Co., Ltd., wine and spirit merchants, Newry, against Messrs. E. and J. Burke, Ltd., Bachelor's Walk, Dublin, exporters of stout, whiskey, and other beverages, for having infringed plaintiffs' registered trade mark of the map of Ireland, by using it on stout trays and other whiskey advertisements.

Judgment was reserved.

Counsel for the plaintiffs—Messrs. Blood, K.C., Herbert Wilson, K.C., and Andrews (instructed by Messrs. Hunter, Moore, and Boyle).

For the defendants—Messrs. Brown, K.C., Jellett, K.C., and Overend (instructed by Mr. T. T. L. Overend).

ROSCOMMON BREACH OF PROMISE ACTION.

Yesterday, in the King's Bench Division, Dublin, before Mr. Justice Dodd and Mr. Justice Pim, in the case of Margaret Flynn v. Patrick Beirne.

Mr. J. MacCormack (instructed by Messrs. Farrell, McDonnell and Co.), applied on behalf of the defendant, Patrick Beirne, a farmer, residing at Arn Castel, Castlerea, Co. Roscommon, for an order dismissing the action for want of prosecution. Counsel said the motion came on before Mr. Justice Madden about a month ago. He told Mr. Justice Madden that the plaintiff was in America. There was no appearance on her behalf. The writ was issued on the 23rd August, 1915, and the statement was served on the 14th September, and no step had been taken by the plaintiff since then. Mr. Justice Madden said he would give him an order, but would rather adjourn it until that day a week to communicate with the plaintiff. They had written to the plaintiff informing her that the action would be dismissed if she made no more. The action was for breach of promise of marriage. The plaintiff went to America, and issued a writ. The defendant then offered to marry her and her solicitor said the letter was an insult, and that they would proceed with the action.

The Court granted the application, with costs.

SHOP ASSISTANT'S SLANDER ACTION.

Yesterday, in the King's Bench Division, Dublin, before Mr. Justice Dodd and Mr. Justice Pim, in the case of Culley v. Cassidy.

Mr. Phelan (instructed by Messrs. Falls and Co.) applied on behalf of the defendant, Mr. Thomas Stanley, of Grosvenor road, Rathgar, Manager of the Junior Army and Navy Stores, D'Olier street, for an order remitting the action for trial to the Recorder of Dublin. The action was brought by Mr. William Culley, grocer's assistant, of Grove Park, Rathfarnham, who was formerly in the employment of the Junior Army and Navy Stores, to recover damages for slander, the alleged slander being that the defendant accused him of having forged a certificate of health. Counsel opened a number of affidavits and submitted that the action was one which should be tried by the Recorder.

Mr. Joseph O'Connor (instructed by Messrs. Wm. Smyth and Son), on behalf of the plaintiff, opposed the motion to remit, and submitted that if the plaintiff was able to sustain the charge he was entitled to very serious damages—to much more than £50.

The Court remitted the action to the Recorder, costs to be costs in the cause.

Millinery

Special Show of First Deliveries in 5 Windows in Grafton Street To-day and To-morrow. Many of the Hat Styles shown are confined to Switzer & Co., Ltd., for Sale in Dublin. More exclusive Models to be seen only in the Showrooms.

Switzer & Co. Limited
Grafton St., Dublin.

Our Portrait is of Mr. G. ROGERS, who writes as follows—

"I feel it my duty to let you know how Clarke's Blood Mixture cured me of blood poisoning I suffered first with terrible itching at the hands, and then a rash covered my body as if I had been scalded by serious suffering for twelve months, and got no low and weak that I had to take to my bed, and was as helpless as a child. I tried several remedies and doctor's medicines, but I saw no good purpose. They at decided to try your Clarke's Blood Mixture, and after taking four bottles I was cured a year ago, and have had no return of it since. I am ever without one of the Mixture in the house, and I consider it a great medicine (Signed) G. Rogers, Rowan Farm, New Thundersley, Essex."

CURED BY

If you suffer from any such diseases as Eczema, Scrofula, Bad Legs, Abscesses, Ulcers, Glandular Swellings, Boils, Pimples, Sores, Any kind, Piles, Blood Poisons, Rheumatism, Gout, Sciatica, Lumbago, Sciatica, Neuralgia, Eczema, Psoriasis and many skin diseases, which cannot get below the skin to reach the blood, then it is your blood that you must have to be permanently cured in a small time, and Clarke's Blood Mixture is the blood of the cures, matter which alone is the true cause of all your suffering. Clarke's Blood Mixture is just pure medicine. It is composed of ingredients which make your blood all superior from whatever cause arising, and by rendering it clean and pure can be relied on to effect a complete and permanent cure.

Over 50 years' Success.

Pleasant to the taste.

Clarke's Blood Mixture

Sold by all Chemists and Stores, 2/9 per bottle

Refuse Substitutes.

"The World's Best Blood Purifier."

THE CLERGY

Of all denominations use our celebrated Axilla-Pad Plasters, they preserve the Sight, neither heat nor fatigue the Eyes—to be had only from

Dixon and Hempenstall, State Opticians, 12 Suffolk Street, Dublin.

It Cleanses while it Heals.

"GIBSOL"

The Wonderful Skin Healer. Cures all kinds of Skin Diseases, ECZEMA, RING WORM, PILES, SORES, WOUNDS, CUTS, BURNS, SCALDS, &c. All sensations vanish with the first application. Gives immediate relief. Get a 1/- Box from your Chemist to-day, and start your cure to-morrow. "Gibsol" has cured thousands, may cure you.

ACTION AGAINST BELFAST CORPORATION.

LOSS OF A HUSBAND.

In the King's Bench Division, Dublin, yesterday, before Mr. Justice Kenny and a civil jury, special jury, the retrial of the action, Lawey v. Corporation of Belfast, was resumed. The action was brought by Mrs. Frances Lawey to recover £5,000 damages for the loss of her husband, who died from injuries received in collision with a watering cart in York street, Belfast, between 12 and 1 o'clock on Very Rev. Bernard Canon Carey, who was riding a motor cycle. The defendants denied negligence, alleged contributory negligence on the part of deceased, and further that if there was negligence it was not the negligence of defendants' servant. At book the previous trial the jury disagreed.

Counsel for the plaintiff—Mr. Chambers, K.C., M.P., Mr. Monaghan, K.C., Mr. Hanna, K.C., and Mr. T. W. Browne (instructed by Mr. T. Erskine Lavender), and for the defendants—Mr. B. L. Henry, K.C., Mr. J. B. Powell, K.C., and Mr. T. Harrison (instructed by Mr. John McCormick).

The jury disagreed, and were discharged.

THE LAW COURTS.

(FROM THE LEGAL DIARY.)

LAW NOTICES—Friday, February 18, 1916.

SUPREME COURT OF JUDICATURE.

H.M. COURT OF APPEAL IN IRELAND.—For Hearing: Interlocutory Appeal—In re an arbitration between the Dublin Southern Electric Supply Co., Ltd., and the Urban District Council of Kingstown, Mr. Justice Barton, park board. Final Appeal—The King (Letterkenny R.D. Council) v. Regan, R.D. (Crown side).

HIGH COURT OF JUSTICE.

CHANCERY DIVISION.

LORD CHANCELLOR—In Lunacy, before the Assistant Registrar, 11.30 o'clock—Veach account, J. Clark and Co., vouch account, J. Higgins, Lord Chancellor's Chambers, before the Chief Clerk, 11.30 o'clock—Jackson, minors, M'Ulery, a minor; Cunningham, minors; Wilson, a minor, Moore, Kiely, and Lloyd, Solicitors. Before Mr. Murphy, at 11.30 o'clock—Cunnam, minors, vouch.

ROLLS.—At Chambers. For Examination of Witnesses—Companies act and Newtownards Steam Laundry. Adjourned from Chambers—Kidd v. Cupples. Rolls Chambers, at 11 o'clock—Under Bank, Ltd., v. Mathews, sign cert.; Moorhead v. Kirkwood (1912-347), sign cert.; Moorhead v. Kirkwood (1912-348), sign cert.; Stokes v. Moore, Jones; Coppinger v. Forde; National Bank, Ltd., v. O'Leary and Co.; J. Madden, deceased; Madden v. Madden; Trains Motor Garage Co., Ltd.

THE HON. MR. JUSTICE BARTON.—The Hon. Mr. Justice Barton's Chambers, at 11 o'clock—Hope v. Beggan, sign cert.; Robb v. Beck, sign cert.; Dunlop v. Crossett, sign cert.; Listowel and Ballybunion Railway Co. and Railway Companies Act, sign cert.; Flanagan v. Flanagan (643/1914), sign cert.; Rath v. N'Mullan; Toole v. Keegan; Wood v. Taylor; Sheridan v. Wilson; Hendie v. Connor; Brennan v. Brennan (206/1915); Ulster Bank, Ltd., v. Ashbrook.

CONSOLIDATED TAXING OFFICE.—Master Kilkoole, 11 o'clock—Lord Ormonde v. Dublin Corporation. Before Mr. Byrne, Hennessy v. Inness, Richard Neville; Patrick MacLaughlin, a lunatic; P. Campbell; Farrell v. Farrell; J. Scullan and Co., Gorman v. Attorney-General; F. J. Scullan, Harrison v. Campbell; P. Campbell, Ward v. Sanderson. Master Denning, 11 o'clock—Lepacte Taxations, Grant's estate, Nolan v. Nolan; Byrne, Byrne, Edwards and Co., Good, Deasy v. Deasy, Thos. R. Wright and Son; Hillas v. Kingsmen, Fenton and Lynch, Quayle v. Tuohy; Ulster Bank, Ltd., v. Gallagher's trustee, Lambert and Warren, Master Quinlan, 11 o'clock—A person of unsound mind, G.B., French and French; a person of unsound mind, G.B., Reeves and Sons.

LAND COMMISSION.—The Right Hon. Mr. Justice Ross—The following Receiver case, listed for this day, stands adjourned to Tuesday next, 22nd inst.—Ward v. Ryan, from 14th ult. R. A. Macnamara. For Wednesday, 23rd February, Action—M'Nally v. Sullivan. This day, Mr. Dickinson, Examiner. Land Commission Case—Bessie O. Pentreath and others, Redcross, Receiver Office, 10 o'clock. Applications for Fixed Tenancies, 11 o'clock. Applications for Directions—Irish Land Commission v. de Robeck; Switzer v. Kelly.

KING'S BENCH DIVISION.

In Court at 10 o'clock—Motions, at 11 o'clock. Summonses—Dargan v. Stapleton; same v. Cahalan and another; same v. Neeson; same v. Dillon; Weide and Co., Ltd., v. Dowling; same v. Derrig; O'Rourke v. Patterson; Kerlehan v. Conteline; Kennedy and Sons v. M'Keon; Ulster Guaranty, Irish Civil Service (Permanent) Building Society v. Flanagan, otherwise Gray; Dublin Corporation v. Tuohy; Ryan and another; Farrell v. Bloxam; Henry and another v. Rodgers and Co.; Burke v. Hegarty.

ADMIRALTY.—Interlocutory Motions.

BANKRUPTCY.—At the Bankruptcy Court, Mr. Justice Boyd, at 11 o'clock—Arrangements—E. F. Collins, J. H. Montgomery; E. Dwyer, application to dismiss debtor's summons. Wallace; Larkin, motion, Kennedy and Sullivan; Lane, vouch account, Crossman; Aiken, do., Childey; Galvin, audit and direct, Rutherford; arrangements, do., the present case, Mr. Kennedy; Lane, vouch account; Sealy, do., Thompson and M'Neill; Burns, do., Joynt and Crawford. Before the Chief Registrar—Chief Clerk, at 11 o'clock—Slattery, reference Thompson and M'Neill; Slattery, prove debts, Thompson and M'Neill; Slattery, examination of debtor, Thompson and M'Neill; Slattery, accounts, Thompson and M'Neill; Collins, arrangement, prove debts, Scallan and Co.; arrangement, account comp., Little and Cullen; Lane, vouch account, Crossman; arrangement, prove debts, Quirke and Co.; arrangement, account comp., Scallan and Co.; arrangement, account comp., Little and Cullen; Maguire, vouch account, Casey; Clay, and Collins.

HILARY SITTINGS, 1916.—TRIALS BY JURY.—King's Bench Division. Before the Right Hon. Mr. Justice Dodd, in No. 4 Court, Four Courts, at 10 o'clock—Ireland v. Ellerton (possession); Lecky v. Lecky (matrimonial); Carville v. Shiels (work and labour). Civil Bill Ejectments, 3 cases, to be required to attend on Monday next, 21st February. The City Special Jury, 22nd February. For attend on Tuesday next, 22nd February. For Monday, 21st February, City Common—Rose v. Kennedy; Kennedy v. Rose; Ryan v. Ryan; Ryan v. Ryan; Ryan v. Ryan; Ryan v. Ryan; Ryan v. Ryan. City Special—Kennedy v. Murphy (slander); Monkstown Laundry Company, Limited, v. Castle (property valued at £50); Goodman v. Goodman (work and labour); Dublin Corporation v. Tuohy (contract). City Common—Russell v. Leahy (breach of promise); Goodman v. Johnston (counterclaim (wages). For Wednesday, 23rd February, City Common—Fadgen v. Fadgen. For Thursday, 24th February, City Common—Gilligan v. the Dublin Port and Docks Board (personal injuries); Fleming v. the Dublin Port and Docks Board (personal injuries); Blackham v. Kilroy (personal injuries) Non-Jurors—Gray v. Reilly (rent); Large v. Campbell (rent).

IRISH LAND COMMISSION.—Land Purchase Act, 1903.—The Commission stated the order made by Mr. Justice Henry C. Lynch (Chamber No. 13), at 11 o'clock—Hill v. Hill (643/1914), sign cert.; Ralph v. Ralph (206/1915), sign cert.; Before Mr. Brady (Chamber No. 16), at 11 o'clock—R. Berrack (E.C. 5554), vouch. At 11 o'clock—Mary Ann Ryan (E.C. 4641), vouch. At 1 o'clock—Margaret Spelman (E.C. 5942), discharge rulings. Before Mr. Dickinson (Chamber No. 5), at 11 o'clock—Patrick Cotter (E.C. 4539), settle schedule. Before Mr. Dixon (Chamber No. 4), at 11 o'clock—Juliana Martin (E.C. 6506), Elizabeth Townsend (E.C. 3426) (Bandon's land), vouch. Before Mr. David O'Connor (Chamber No. 1), at 11 o'clock—Annette Mahaffy, discharge rulings and settle schedule. Before Mr. J. G. Franks (Chamber No. 2), at 11 o'clock—Very Rev. Bernard Canon Carey and others, vouch. Before Mr. Vaughan Hart (Chamber No. 6), at 11 o'clock—Margaret Burke (E.C. 4454), discharge rulings.

BEFORE THE RIGHT HON. THE RECORDER.—At 11 o'clock—Ex. No. 1, Dublin Licensing Applications—Hollinshead, Alfred G.; Mullett, William. Appeals from Magistrates—Irwin v. Irwin (appellant); Dowling v. Tyrrell (appellants); Barton v. Connolly (appellant); Mooney v. Chamberlain (appellant). Appeal from Court of Quarter—M'Hugh v. Kane and Reynolds (applts.). At 1 o'clock p.m., in Chamber—Income Tax Appeals.

(To-day's Legal Advertisements will be found on Page 1.)

ELECTRIC LIGHTING OF KINGSTOWN.

TAXATION OF COSTS.

Yesterday, in the Court of Appeal, Dublin, before the Lord Chancellor, Lord Justice Ronan, and Lord Justice Molony, the arguments were opened in an appeal brought by the Dublin Southern District Electric Supply Company, Ltd., from a decision of Mr. Justice Barton, refusing an application for an order directing the Taxing Master to tax the costs of the company against the Urban District Council of Kingstown, referred for taxation by order of the Court on 4th March last, on the ground that the costs should be taxed as Chancery costs on the higher scale, as between solicitor and client, or for such other order as the Court might deem fit. Counsel for the plaintiffs in the case arose under an arbitration award made by Sir Frederick Moloney, K.C., dated 11th February, 1915, in an arbitration between the Kingstown Urban District Council and the Dublin Southern District Electric Supply Company in connection with a scheme for the electric lighting of Kingstown.

Counsel for the appellants—Serjeant Matheson, Mr. T. M. Healy, K.C., M.P., and Mr. Maurice Healy (instructed by Messrs. Creighton and Sons); and for the respondents (the Kingstown Council) Mr. J. J. Clancy, K.C., M.P., and Mr. F. O'C. White (instructed by Mr. Gerald Byrne).

Mr. Healy explained that the appeal was from an order of Mr. Justice Barton, in which his lordship expressed great regret for the decision which he felt himself compelled to make, but he thought unsatisfactory, and said the merits were entirely on the side of the company. In June, 1913, the company obtained from the Board of Trade a provisional order empowering it to light the urban district of Kingstown by electricity, and the Board of Trade in the same year introduced into Parliament a bill for confirming that, and another provisional order. So far as Kingstown was concerned, the bill was suspended from the session of 1913 to the session of 1914, when the bill was introduced for Kingstown alone, and passed the House of Lords. In the House of Commons a clause was inserted in the schedule of the bill at the instance of the Kingstown Council, empowering the Council to take over the company's undertaking within six months after the passing of the Act, upon such terms as should be mutually agreed upon, or failing agreement, be settled by arbitration. The company and the Council having failed to agree to the terms of payment, with the transfer, the Board of Trade on the 17th December, 1914, appointed Mr. S. I. Brown, K.C., to act as arbitrator, the arbitration being held in London. By his award the arbitrator directed the Council to pay to the company £5,807 14s. 3d. for the transfer of the company's undertaking, and the costs of, and incidental to, the arbitration of the award. That sum had been paid, and no dispute arose as to that. The only question that arose was with regard to the question of costs, and that was the only question for their lordships' decision. The award was made a rule of Court by an order of 31st March last, and referred to the Taxing Master, who taxed the costs as between party and party, and cut them down by £634 10s., more than one-half, therefore only allowing £625 5s. 2d. Therefore, upon their lordships' decision a sum of over £800 was in question. The suggestion of party and party was wholly inapplicable in this case. He must show their lordships the jurisdiction which the arbitrator had, and that he had made a slip in using the word "costs" at all, because his jurisdiction was not to award costs, but to award expenses. He would show that if there had been a slip on the part of an arbitrator the Court itself would sometimes correct it, even after the awards had been made a rule of Court.

Mr. Healy showed how the company had entered into the undertaking on the invitation of the Council, the enormous expense necessarily incurred in the proceedings, and the opposition with which the company were confronted. He pointed out that the company were saved £1,000 at least by the Kingstown was saved £1,000 at least by the arbitration being held in London, because if held in Dublin, they would have been obliged to bring over the various expert witnesses at great expense. The company had endeavoured to ascertain the objections of the Council beforehand, so as to save expense, and, after sitting for four days in London, the other side did not call a single witness to rebut the company's case. His suggestion was on the question of "expenses" as distinct from "costs," that the award should go back to the arbitrator. His first argument was that if the word "costs" was to be construed "expenses" the award was a nullity; and his second argument was that if their lordships did not take that view the award should go back to Mr. Brown, and let them agree before him that the word "costs" in the award should be expenses.

Mr. Healy having concluded his opening address, The Court adjourned till this morning.

AUDIT OF ASYLUM ACCOUNTS.

DISPUTE WITH THE LOCAL GOVERNMENT BOARD.

In the King's Bench Division, Dublin, yesterday, before the Lord Chief Justice, Mr. Justice Madden, and Mr. Justice Boyd, in the case of the King (Local Government Board and Cosgrave) v. M. J. McLoughlin.

Mr. Wylie, K.C., with whom was Mr. Kealy (instructed by Messrs. T. T. Mooney and Son), applied on behalf of the Local Government Board for a conditional order of mandamus directed to Mr. M. J. McLoughlin, Clerk to the Joint Committee of the Clonmel District Lunatic Asylum, to attend at the adjourned audit of the accounts of the Committee, and to produce all the necessary books and documents requisite for the due auditing of the accounts as provided by the Public Bodies (Ireland) Order, 1915. Counsel read an affidavit by Mr. Maurice Cosgrave, barrister-at-law, the auditor, in which he set out that he attended at the asylum to conduct the audit. The Clerk refused to give him the required assistance, and stated that he did not recognise the Public Bodies Order, 1915. Subsequently the Clerk gave a written statement of the reasons for his refusal. In this he stated that he had followed the directions of the Committee as contained in resolutions passed on 9th March, 1910, and 9th November, 1915. These resolutions stated that, having complied with the Local Government Board that the Public Bodies Order, 1904, should be applied to the Clonmel Asylum Committee, and the Local Government Board having issued a fresh Public Bodies Order in 1910, which departed from the terms of the Order of 1904, the Joint Committee declined to accede to its application to their officer.

Mr. Justice Madden—The contention of the Joint Committee is that the Order in Council is ultra vires? Mr. Wylie, K.C.—Yes, but if the resolution of the Joint Committee is illegal, it is no protection to the Clerk, because he is bound to obey his order.

The Court granted a conditional order of mandamus.

DUBLIN CITY SESSIONS.

POST OFFICE PROSECUTION.

At the City Criminal Sessions in Green street Courthouse, yesterday, before the Right Hon. the Recorder.

Timothy Kelly, a carpenter, employed by Messrs. Good, contractor to the Post Office in Dublin, was indicted for having on November 13th last stolen two letters, the property of the Postmaster-General, each containing a

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SPECIAL ITEMS

Weekly Irish Times

Photographs of Irish Heroes. Munition Work for Irish Women and Girls. Richmond Hospital. Photo of Week.

A Flash in Forecast. By Molly.

Goat Keeping in the Country.

THE Weekly Irish Times AT ONCE.

Use Ilma Shampoo Sachets

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MIDLAND GREAT WESTERN RAILWAY.

ANNUAL MEETING.

INCREASED RECEIPTS.

AGRICULTURAL PROSPERITY IN CONNAUGHT.

HOW TO HELP RECRUITING IN THE WEST.

Yesterday the annual general meeting of the proprietors of the Midland Railway Company of Ireland was held at the Broadstone Terminus, Dublin, for the purpose of receiving the report of the directors, statement of accounts, and statistical returns for the year ended 31st December, 1915.

Major H. C. Cusack, Chairman of the company, presided. The directors present were—Sir Walter Nugent, Bart., M.P.; the Right Hon. Lord McDonnell, Patrick J. Brady, M.P.; Huband G. Gregg, Arthur Jackson, and Joseph Tedlow.

Percy A. Hay, secretary to the company, having read the notice convening the meeting, the report, which has already been printed, was taken as read.

THE CHAIRMAN'S STATEMENT.

The Chairman, in moving the adoption of the report and statement of accounts, said—As exactly a year ago since our last meeting and at its close I expressed the hope that we once again met our country might be giving the blessings of peace. Unfortunately the hopes have not been verified, and we are still engaged in the dreadful struggle. The year that has passed has been one which has brought great anxiety to your directors and officials in the management of your company, and I fear the coming year may see these anxieties greater, as the cost of working the railway is increasing daily. Our receipts from passengers has decreased by £5,915, due almost entirely to the smaller movements of troops, the falling off in this item during the last 11 months of 1915 amounting to £2,058. On the other hand, miscellaneous parcels and merchandise carried by passenger trains show an increase of £3,282, thus reducing the decrease in coaching receipts to £1,633. The traffic shows an increase of £33,078. Live stock is very slightly, and coal, coke, etc., substantially up, the result being that the total traffic for the year 1915 amounts to £1,000,000, as compared with £951,546 in 1914, an increase of £1,593. These receipts are obtained during any one year in the history of the company, and it is an encouraging one that, notwithstanding the disadvantages under which we labour, the revenue should not only be maintained, but continue to expand. The result is largely attributable to the general prosperity of the agricultural districts throughout the West of Ireland. In the last three months of 1915 the receipts from live stock and goods, as compared with the same period of 1914, fell off by no less than £3,209 and £2,576 respectively. This large decrease in live stock earnings may be accountable for partly by the rush of cattle to Dublin during the latter portion of 1914, due to the removal of the restrictions imposed as a result of the outbreak of foot-and-mouth disease, and partly through the unusual stoppage of the sailings of one of the shipping companies from Dublin. This year also, I feel sure, the cause of the falling off in the goods receipts during those months. It is a pity that the Port of Dublin should be so often hampered by these unfortunate stoppages which have the effect of diverting traffic from it, causing loss both to us and to the port. (Hear, hear.) While falling of live stock traffic I should like to point to the remarkable increase there has been in the number of pigs carried over the line during the year, the numbers being 71,000, compared with 102,551, or an increase of 30,551. I hope that our friends in the trade are not being tempted by the high prices now obtainable to sell out all their pigs which would not only be prejudicial to the company but injurious to the best interests of the country at large. I am sorry to say that the expenditure for the past year shows an increase of £22,232, due almost entirely to increased wages and war bonus paid to the clerical and wages staff, and to increases in the cost of stores and materials, more particularly in the cases of coal and freight, as compared with the year 1914. To take the last two items first, our coal is costing us at the present time from 5s. to 6s., and our freight about 4s. 6d. per ton more what we paid in 1914, and when you consider that our coal consumption for the year is between 70,000 and 70,000 tons it is not difficult to see where the extra money has gone. I hope that the gentlemen who write to us suggesting the placing of additional trains, or faster trains, bear in mind what I have said about coal and freight prices. I am sure if they happened to be shareholders they will not ask for them under present conditions. It is not so very long ago that we could get all the coal we required delivered into the Spencer Dock for 14s. per ton, which is very considerably less than we are paying now for coal delivered at Athlone, not to speak of the high price we have to pay in addition for freight to Dublin.

STAFF SALARIES.

As regards the increase in salaries and wages in 1914 we adopted a new scale for clerical staff, improving their conditions of service, the increase of salaries to be given in one until it reaches its maximum. The increases granted to the wages staff amounted in the aggregate to £6,788, divided amongst the three departments. A war bonus was granted to railway servants on the English and an application for similar treatment was made to us on behalf of our staffs, and we granted a war bonus in April last. (Hear, hear.) On the English railways a large part of the war bonus (three-quarters) is borne by the Government, who, as you know, took over the railways in Great Britain. We had a considerable amount of correspondence with the Government with a view to their relieving us of a portion of the payment, but I regret to say our efforts proved unavailing, and we have had to bear the whole burden, amounting during the past year, to £4,740. I hope you will see that the increase in the revenue, or working the line has not been brought about by neglecting the board's control, more especially as regards coal and freight prices, while dealing with wages and war bonus it was a question of complying with a moral obligation which we could not avoid. Wages, as you are aware, having been increased almost all round, the railwayman in Ireland is now as well off as the average worker getting elsewhere in these times of high prices for some increase also. While we have been the cause of these large increases amounting to thousands of pounds, we have had to pay, we have not, I am sure, been benefiting to the same extent as our neighbours have, who on their lines have contracted in hundreds, formerly occupied by numerous troops, and not a single camp has been left on those places which in normal times, occupied by troops—such as at Mullingar, Lotsford, Boyle, etc., have been materially denuded of for months. (Applause.) We are favoured with an international market demand, though the West of Ireland would be the latter. Surely when students on our line are asking prices for everything, taxes on account of the increase in rates, we should be asked to ask for the means of living, such as the stationing of troops in these districts, in those barracks available if new camps cannot be built? Such measures would be the trader more easily to meet expenses. Only those who have gone to know to what extent a division when troops are stationed in it, for several reasons. There is another way that take of the reduced West of Ireland, namely, recruiting. Our line Connaught, the province it has been suggested, as well in recruiting as the three provinces have done. Is this to be so when Connaught has not her share of troops? (Hear, hear.) Why, everyone knows that the best way to get recruits is to let the youth of the country see soldiers. (Hear, hear.) Marlborough used to be an old recruiting saying, and I feel sure that regiments with their bands and drums would be efficacious now in the West, at any rate, the Government might give it a trial.

THE COMPANY'S HOTELS.

In my remarks last year I alluded to the prospect of our hotels benefiting by the Continental resorts being more or less closed. You will see that last year our hotels at Recess and Mallaranny did well, and I hope this year they will do better still. They are beautifully situated and well managed, and what we want is that our fellow-countrymen should patronise them. We want you to go there, and when you have been, I am sure you will advise your friends to follow your example. The best advertisement for a hotel and tourist district is from one who has been there himself and enjoyed it. We were asked by the Government in the latter part of the year to place a pass of our works at their disposal for the manufacture of certain war materials. We gladly acceded to their request, and I am very pleased to say that the way in which the work is being done has been greatly appreciated by the Government officials. (Hear, hear.) You may have observed at the top of the stairs the company's "Roll of Honour." There are at present 163 names inscribed on it; they have gone from all parts of the line and from each of the departments. I am sure we hope that all will return again to our service, where they will receive a hearty welcome. (Hear, hear.) In conclusion, let me express the earnest hope that the year we are now in may bring the war to an end; such an end as will ensure us a lasting peace, but not a peace that would leave us to pay heavy taxes in preparation for another war. (Applause.)

GENERAL CRITICISM.

Judge Bodkin asked for some information as to the position financially of the company's hotel at Galway. He thought that hotel ought to be the best paying of their nine hotels, instead of being, as it was, let at £50 a year. He suggested that the directors should make inquiry of the Galway Harbour Commissioners as to the accommodation in the harbour, and how it could be improved and enlarged, and what the cost would be of making it a suitable port for a line of steamships which might be run between Galway and New York, or some port in Canada. If moderate-sized ships were brought to Galway for the Transatlantic traffic he believed they would pay the owners, and that it would bring vastly increased revenue to this company. He was convinced that the directors ought to take the matter up, and try to establish Galway as a Transatlantic station. (Hear, hear.)

Rev. Mr. McCormick suggested that the directors should arrange for a service of motor cars from Sligo to Bundoran and Ballyshannon. He believed it would pay the company very well. It could be done without expenditure of capital, simply by arrangement with one of the motor companies of Sligo. He hoped the service would be arranged for by the beginning of June.

Mr. P. H. Grierson criticised the accounts at some length, and referred particularly to the loss of £1,600 on the Royal Canal, the maintenance of which cost over £4,000.

Mr. R. J. Kelly, K.C., said he was glad to hear that the company's hotels were paying. He was really puzzled as to why the military authorities had, so far, given the go-by to the Province of Connaught in the matter of the training of the troops. (Hear, hear.) Why the province that sent out that splendid regiment, the Connaught Rangers, should be treated with such scant courtesy and consideration he could not understand. (Hear, hear.) There were in Connaught splendid barracks at Galway, Gort, Dunmore, Ballinrobe, Sligo, and Castlebar, where the military could be comfortably housed and trained. (Hear, hear.) He believed that the shortage in the cattle traffic was due in a large measure to the unfortunate labour dispute at the port of Dublin. (Hear, hear.) Whoever was to blame for that dispute—and he had his own opinion on that point—there should be some influence used to compel a settlement of it. That dispute was injuriously affecting this company. The cattle traffic was being diverted to Belfast, and the splendid port of Dublin and this company, which feeds it, would lose considerably. (Hear, hear.) He thought it was not fair that this company should have to pay a war bonus without any assistance from the Government, while English railway companies which were in the hands of the Government had three-quarters of the bonus treated to their servants paid by the Government.

Archdeacon Daly—Another injustice to Ireland.

Mr. Kelly said it was a matter for congratulation that, working 538 miles of railway, not a single accident had occurred during the year. (Hear, hear.) That was entirely due to the attention to their business by the careful staff which they had in their service. (Hear, hear.)

Mr. R. Worthington said that the gentleman who suggested that they could make a Transatlantic harbour out of the old harbour of Galway was very ignorant of the subject. There was no hope for this company unless the port of Galway was developed. The Company, to his mind, were not earning their dividend or maintaining their property as it should be kept up. They were re-laying the line at the rate of fourteen miles a year, which meant that they were taking practically sixty years out of their rails. That was absurd, and it was dangerous. The charge had been made against him that he held only one share. That was true. (Laughter.) He had purchased that share in order to be able to attend these meetings, and he had lost £27 on it. (Hear, hear.) He ventured to predict that within five years they would have no dividend. ("Oh.")

Archdeacon Daly—It won't affect you.

Mr. Worthington concluded by saying that, if he had received the loyal support of the Board of Directors for his scheme, the piece of railway and the port would have been constructed long since.

Mr. W. E. Reigh emphasised the point that the percentage of working expenses was as high as 66.26 last year, while in the preceding year it was 65.43, as compared with the Great Southern and Western Company, whose percentage was only 61.53. He was afraid that did not show good management. He was glad to see that the hotels were beginning to pay, and he was also delighted that so many members of the company's staff had joined the Colours. (Hear, hear.)

Mr. John Gore spoke of the advantage, from the holiday point of view, of a brief sojourn at the Mallaranny Hotel. As to the high rate of working expenses mentioned by Mr. Reigh, it should be remembered that the expenses of working a small amount of traffic were always greater than where the traffic was large, as in the case of the Great Southern and Western Company. (Hear, hear.)

Mr. Mackay Wilson called attention to the lighting of some of the stations, and to the slowness of the mid-day train from the West. He thought the stationmasters were hard worked on Sundays.

Mr. T. N. Edgeworth quoted figures from balance sheets to show, as he contended, that the company was in a worse position in regard to its assets now than it was a year ago or two years ago. He did not criticise the management, but he thought that the directors ought to seriously consider the question as to why the receipts should be £19,000 less than they were last year, and also as to whether they should continue to pay the same dividend as they did last year. If they reduced the dividend to one, or even to a half, per cent., they might yet save the position of the line, for he feared, as Mr. Worthington did, that before long no dividend would be possible.

Sir William Fry said that a long debate had taken place, and he thought that the Board of Directors should have received more credit than the speakers seemed to give them. The shareholders seemed to forget that they were in the midst of a great war, and that the Midland Railway Company could not escape some of its disastrous effects. He hoped the prophets of evil would be confounded. The criticisms that had been offered should have been laid privately before the directors. He protested against the conduct of shareholders who belittled their own property. The Board was entitled to more credit than they got that day from some speakers, and he thought that the directors had the confidence of the vast majority of the shareholders. (Applause.)

Mr. M. O'Dea endorsed Sir William Fry's remarks. Nothing was to be gained by such criticisms as he had been listening to. (Hear, hear.) There was nothing wrong with the railway except that it had not enough business. (Hear, hear.) The company did its business as well as any railway company in the Kingdom. (Hear, hear.) He thought that some of the munition business should be given to Galway and Sligo firms, who, he knew, could do it very well. In view of the high price of coal, he suggested that the Original Coal Company (County Leitrim) should be encouraged. The Dublin Industrial Development Association had been in communication with the company, and the manager of the company had stated that he could not get favourable rates for coal to Dublin. He suggested to the directors that they should take the matter into their favourable consideration. (Hear, hear.) Marble was a product of Connaught, and he was told that marble could be got from Antwerp to Dublin at cheaper rates than it could be brought from Galway. That was a thing that they should see to. (Hear, hear.)

Mr. J. J. Maguire and Mr. Clancy having spoken,

The Chairman replied to the general discussion. He said that the hotel at Galway had been re-let at an increased rent, and on terms which required the tenant to execute improvements, and, if the company were not satisfied with the management, they could resume possession. The suggestion of Judge Bodkin would require the most careful consideration, but he was satisfied that, sooner or later, there would be a Western port. (Applause.)

Mr. Worthington—It must come.

A Shareholder—But not through you.

The Chairman said the directors would not lose sight of the Rev. Mr. McCormick's suggestion about the motor service. As to Mr. Grierson's criticism of the accounts, he thought that to reply in detail at that moment would not be convenient, and if Mr. Grierson would lay the latter before the directors a satisfactory explanation would be given.

Mr. Grierson said he would do that.

The Chairman, continuing, said that he hoped Mr. Worthington would not prove a true prophet about the dividends. As to the Galway port scheme, the directors were there to carry out the wishes of the shareholders. (Hear, hear.) With regard to Mr. O'Dea's suggestion, he thought that if the firms in the West who could do munition work applied to the Munition Office in Dublin they would receive due consideration, and, so far as he (the Chairman) could do it, he would help the applicants. (Hear, hear.) Having replied to the remarks of Mr. Edgeworth and Mr. Maguire, the Chairman put to the meeting the proposition that the report and accounts be adopted.

Sir Walter Nugent seconded, and the report was adopted.

On the motion of the Chairman, seconded by Sir Walter Nugent, the Preference dividends and a dividend of 2 per cent. on the Ordinary Consolidated Stock of the company was ordered to be paid.

Mr. P. J. Brady, M.P., and Mr. Arthur Jackson, the directors who retired by rotation, were unanimously re-elected; and Mr. Wm. E. Holmes, one of the auditors, was also re-elected.

On the motion of Archdeacon Daly, seconded by the Rev. Canon McCormick, the thanks of the shareholders were accorded to the directors and the officials of the company for the manner in which the business of the company was managed during the year.

This concluded the business of the meeting.

BELFAST AND COUNTY DOWN RAILWAY.

A PROSPEROUS YEAR.

(FROM OUR CORRESPONDENT.)

BELFAST, THURSDAY.

The annual meeting of the shareholders of the Belfast and County Down Railway Company was held to-day in the Boardroom of the Belfast Terminus. Mr. W. J. Hurst, J.P. (Deputy-Chairman), presided, in the absence of the Chairman, Right Hon. Thomas Andrews, and the other directors present were—Messrs. Thomas Richardson, Thomas Barbour, J.P., and the Right Hon. Robert Thompson, D.L., M.P. The officials in attendance were—Messrs. H. E. Meller (Secretary), C. A. Moore (General Manager), G. P. Cullerwell (Engineer), R. G. Miller (Locomotive Superintendent), and Mr. C. J. Myton (Accountant).

THE CHAIRMAN.

The Chairman, in moving the adoption of the report, said it was very gratifying that, notwithstanding the war, they had a prosperous year in 1915. Their receipts showed a substantial increase, but against this they had had to pay very enhanced prices for all the materials they had used; advances, too, in wages, and a special war bonus had been paid to their staff in order to meet the increased cost of living which they were all experiencing at the present time. The gross receipts from all sources were £208,945, made up as follows:—Receipts from the railway, £185,463; steamboat, £3,851; hotel and refreshment rooms, £16,840; rents, transfer fees, etc., £2,791. The profit from the hotel and refreshment rooms was £934. The total general expenditure amounted to £157,945, against £122,946 in 1914, or an increase of slightly over £15,000. The total traffic expenses were £116,210, or 63.09 per cent. of the traffic receipts. Their general reserve fund now stood at £41,673, the railway renewal account at £25,326, the steamboat renewal account at £5,495, and the hotel renewal account at £8,773 or a total of £81,227.

Mr. Richardson seconded the motion.

The Chairman then moved—"That dividends for the half-year ending 31st December, 1915, be declared as follows:—At the rate of 5 per cent. per annum on the 5 per cent. Preference Stock; at the rate of four pounds per cent. on the 4 per cent. Preference Stock; at the rate of seven pounds per cent. on the Ordinary Stock (making, with the interim dividend paid on 1st September, 1915, 5s per cent. for the year), and that £12,540 8s. 8d. be carried to the credit of the current account."

Mr. Richardson seconded the motion, which was approved of.

Mr. E. G. Hennessy, J.P., moved, Mr. W. E. Williams, J.P., seconded, and it was resolved, that the sum of £100 be paid to the auditors for their services in auditing the accounts for the present year.

The retiring directors—The Right Hon. Thomas Andrews, J.P., and Mr. W. J. Hurst, J.P.—were re-elected, on the motion of Mr. J. M'Robert, J.P., seconded by Mr. F. P. MacLaughlin, M.D.

The retiring auditor, Mr. J. A. Forster, was re-elected, on the motion of Mr. W. J. Stockdale, seconded by Mr. Hugh Ferguson.

WORK OF THE OFFICIALS.

Mr. J. M'Robert moved that the best thanks of the meeting be given to the directors for their services, and to the officials of the company for their attention to the company's interests during the past year.

Mr. Samuel M'Kee seconded the resolution, which was heartily passed.

The Chairman, replying, expressed the thanks of the directors. In regard to the officials, he thought if the shareholders knew the hard and difficult times they had had lately they would think them still more worthy of praise. Twelve per cent. of the employes had left for service with the Army, and, while they applauded their patriotism and self-sacrifice for their country, it had left their service offers in a difficult position. They were in the happy position of being able to say that they were quite satisfied with their employes and their employes with them. (Applause.)

This concluded the business.

CORK RAILWAYS.

CORK, BANDON, AND SOUTH COAST.

(FROM OUR CORRESPONDENT.)

CORK, THURSDAY.

The annual general meeting of the proprietors of the Cork, Bandon, and South Coast Railway Company was held at 12 o'clock to-day in the Imperial Hotel. Mr. Joseph Pike, J.P., D.L. (Chairman), presided, and the other directors present were—Theodore F. Carroll, Cork (Deputy-Chairman); Colonel James M. Sugrue, Cork; the Right Hon. Jonathan Hogg, P.C., Dublin; Somers Payne, J.P., Monkstown, Co. Cork; Frederick W. Crossley, Dublin; T. J. Canty, J.P., Clonakilty.

The Chairman said that in the past year their traffic receipts were most fortunately higher by £5,434 than those of the year 1914, and reached the record figure of £112,309. As in the case of the preceding year, they had, owing to the war, practically no tourist traffic, but there was a considerable military traffic over the line. The total number of passengers they carried was 503,551, showing an increase in number of 51,010, or 6.56 per cent., and in money £2,037, or 5.80 per cent. In parcels and miscellaneous traffic there was the satisfactory increase of £1,337. Their goods traffic showed, as compared with the previous year, an increase of 16,885 tons, representing £1,558 in money. He was very sorry, to say that the handsome increase of £5,434 in their receipts was more than cancelled by the very large increase of £6,048 in their expenses. He begged to move that the report of the directors and statement of accounts for the year ended 31st December last be adopted.

Mr. Theodore F. Carroll seconded the motion, which was agreed to.

The usual preference dividends were declared, and it was also decided that 2½ per cent. for the year be paid on the Ordinary Stock.

On the proposition of Mr. C. O'Shea, M.C.C., seconded by Mr. T. Sheehy, M.C.C., the retiring directors—Messrs. Joseph Pike, D.L.; Somers Payne, and F. W. Crossley—were unanimously re-elected.

The retiring auditor, Mr. W. C. L. Sullivan, was also re-elected.

The sixty-second half-yearly meeting of the Clonakilty Extension Railway Company was next held, Mr. T. J. Canty occupying the chair.

On the motion of the Chairman, seconded by Mr. J. Pike, D.L., the report and statement of accounts was adopted.

Dividends at the rate of 5 per cent. on the Baronial Guaranteed Stock and ½ per cent. on the Ordinary Stock for the six months ended 31st December last, less income tax, were passed, and the retiring directors—Messrs. Savage French and Joseph Pike—were re-elected.

The seventy-second half-yearly meeting of the Bantry Extension Railway Company was next held, Mr. Joseph Pike, D.L., presiding.

The report and statement of accounts was adopted, and the dividend of 5 per cent. on the Baronial Guaranteed Stock was passed.

MIDLAND RAILWAY COMPANY OF ENGLAND.

Presiding at the annual meeting at Derby yesterday, Mr. G. Murray Smith referred to the death of the Right Hon. John Young, Chairman of the Belfast and Northern Counties Railway, and said the Board had lost an able and loyal colleague, whose removal would be felt by the whole of the North of Ireland. The railway was still under Government control, and had been busier than ever. The capital expended during the year was only £536,515, and £210,339 less than the estimate, whilst the estimate for this year was only £181,726. Seventeen per cent. of the staff had enlisted, and 457 had been killed or died of wounds. Eighty-five per cent. had attested under Lord Derby's scheme. He could not help feeling that amongst those who had neither enlisted nor attested there were some shirkers, and he could not but feel contempt for them. The delay of goods traffic was inevitable in the circumstances, but the public were accepting the situation as part of the war burden. If the military demand for transport increased, as seemed likely, passenger facilities might be curtailed. Apart from any traffic carried for the Government, which was dealt with free of charge, the collected and delivered traffic, to mention only one item, was eight per cent. over the record year of 1913, and the gross receipts for goods and coal were £9,737,000, or £500,000 more. Those figures showed that the Midland, like other railways, had stood the test of war successfully.

Answering a shareholder, the Chairman said the net receipts had not been augmented by the Government.

The report was adopted.

MESSRS. SEWELL'S BLOODSTOCK SALE—YESTERDAY.

An exceptionally large and representative attendance was present at Messrs. Sewell's bloodstock sales yesterday, when a lengthy and attractive catalogue of thoroughbred stock was disposed of. To judge by the keen bidding, there was an evidently strong demand for the majority of the lots listed, and, considering the depressing period through which we are passing, the prices generally attained a good level. The property of Prince Kinsky, sold under the Trading with the Enemy Amendment Act, was the principal consignation, and the highest figure of the day—100 guineas—was given for Lady Burstwick, a nine-year-old bay mare, by Bona Roy, with her only foal at foot, by Lingfield, another lot of this matron's progeny, a promising-looking yearling filly by Royal Realm, fetched 70 guineas; and a good stamp of brood mare in Dunkina, by Nuncio, which was covered by Saxham, went cheaply at 90 guineas. A likely bargain was secured in Uncle Maurice, Mr. T. D. Osborne's good percentage being disposed of for 96 guineas; and another racer, Kingstown Pier, the property of Mr. H. A. Gardiner, realised 60 guineas. The following are some of the principal prices:—

The property of Mr. Thomas Clarke.

Phantom Tiger, bay gelding (1912), by Spook—Tigris Lily (dam of Tiger II.) 40

The property of Lieutenant T. H. Harty.

Tomala, bay gelding, 3 years 30

Grey mare, 5 years, by Sir Hardy 30

Jacquiline, chestnut mare, by Jaquemart—Beauty Bright 26

The property of Mr. T. F. Willis.

Brown mare (1912) by Outbreak—Peccadilly, covered by Limber Gunner 50

Bay gelding (1913), by Limber Gunner—Knight's Lady. Reserved at 50

The property of Mr. Patrick Leonard.

Bay gelding, 6 years. Reserved at 50

The property of Mr. J. H. Tresch.

Wherryman, chestnut gelding (1910), by Fairman—Lady Shiela 50

Prosaic, chestnut gelding (1909), by Waveless—Pride—Petria. Reserved at 50

Tipperary, bay gelding, 6 years, by The Rover 70

Paddy, chestnut gelding, 5 years, by Dark Jay, dam by The Clown 60

The property of Mr. H. A. Gardner.

Kingstown Pier, brown gelding, 5 years, by Kroonstad—Arthur's Love 80

The property of Sir Thomas Dixon, Bart.

Grey mare, 6 years 50

The property of Mr. F. Douglas (Agent).

Uncle Maurice, bay gelding (1907), by Uncle Mac—Katie Reddel 96

Royal Alice, bay mare (1911), by His Majesty—Alice Park 42

The property of Mr. T. D. Lambert.

Attractive Polly, brown filly, 3 years, by Jackanhoop—St. Attracta. Reserved at 50

The property of Prince Kinsky.

Sold under the Trading with the Enemy Amendment Act, 1914.

Lady Burstwick, bay mare (1904), by Bona Roy—Minnekota, with filly foal at foot by Lingfield 100

Bay yearling filly, foaled February 15th, 1915, by Royal Realm—Lady Burstwick 70

Lion, chestnut mare (1900), by Bona Vista—Monnaline 26

Dodona, brown mare (1906), by Bona Vista—Deaf and Dumb, covered by Saxham. The property of Mr. J. Porter Porter.

Lucky Chance, dark bay mare (1904), by Lucky Brian, covered by Fortunio—Lady Blanche 50

Sheenan, brown filly, 6 years, by Rays Cross, dam by St. Serf 40

The property of Mr. T. D. Lambert.

Ballintaea, bay gelding (1910), by Merry Methodist, out of a mare by John Morgan. Reserved at 50

The property of a Gentleman.

Quintina, brown colt, 3 years, by Pickaninny—Queen's Marie 16

The property of a Gentleman.

Tathbridge, brown colt, 4 years, by Bridge of Canny—Tathwell Lassie 26

To all appearances it may cost—Sold for keep and expenses.

Mare, believed to be Sweet Chate, bay mare (1904), by Walmagate—Parmula 18

The property of Mr. T. Magnire.

Miss Troy, brown mare (1913), by Galtrim—Machu, covered by Jackson 25

The property of a Gentleman.

Galen, brown mare (1903), by Gallinule—Chevalaere 72

The property of Mr. A. H. Maxwell.

Anna Bolsyn (1903), by Royal Sovereign—Queen Anne, covered by Limber Gunner 9

Little Sheila, chestnut mare (1903), by Lester—Lady Blue, covered by The Bore 9

Bonnie Dancer, chestnut mare (1909), by Bonnet Bonne—Scotch Reel, covered by Limber Gunner 24

Jolly Lassie, bay mare (1902), by Anghim—Maria, covered by Limber Gunner 30

Secret, Eileen, bay mare (1898), by Secretaire—Bonina, covered by Limber Gunner 25

Bay hack, pedigree unknown, covered by Limber Gunner 9

Black mare, by Backshot, dam by Immemo 12

Bay colt, 2 years, by Limber Gunner, dam by Pitny 15

The property of Mr. T. Hogan.

Dead Sea, bay mare (1909), by Farfman—Bittersen, covered by His Majesty. Reserved at 100

SPORTING PARAGRAPHS.

Through the falling of Speranza in the February Plate at Croom yesterday, A. Hogan received injuries to the face, and was unable to ride Lady Sue in the succeeding race.

FOOTBALL.

RUGBY.

THE ABBEY v. CORK GRAMMAR SCHOOL.

This match was played at Cork on Wednesday, and after a capital game resulted in a scoreless draw.

GOLF.

BIRR CLUB LADIES' BRANCH.—The February medals were played for on Tuesday. Class I. was by Miss Iona Kernan, and Class II. by Miss Dillon.

RATHFARNHAM CLUB LADIES' BRANCH.—The February medals were won by Mrs. Cosgrave, Miss Perry, Class II., Miss F. K. Winder.

SKERRIES CLUB.—To-morrow—Monthly medal.

KINGSTOWN POLICE COURT.

(Before Mr. Swifte, K.C.)

COURTING AND MARRIAGE.—Mary Smith, 9 Caring avenue, Kingstown, sued Joseph Cuddy, 55 Mulgrave street, for £50, money lent. She said she was a parlourmaid, and that she had lent the money in half crowns and two shilling pieces to the defendant, who was a grocer. He had only repaid her £5. The defendant denied borrowing any money. She was a spoiled and vindictive woman. She wanted him to save up with her and get married. He had made her presents. When they quarrelled she had smashed them, and put them under the door of the stable where he worked. Mr. Reddy, solicitor, for the plaintiff, for the defendant, handed the magistrate a number of letters which he contended showed spite. Mr. Gerald Byrne, jun., solicitor, for the defendant, for the plaintiff, asked Cuddy how many other girls he had. The defendant replied that had nothing to do with Mr. Byrne. He was no "John Willie." His worship said it appeared to him that the plaintiff had documentary evidence. The two had been courting, and if they had not quarrelled nothing would have been heard of the case. He gave a decree for £5s. Mr. Reddy said he would appeal.

CRUELTY TO A HORSE.

At Kingstown Police Court yesterday, before Mr. Swifte, K.C., Chief Divisional Magistrate, Mr. Wm. Redmond, Inspector for the N.S.P.C.A., summoned Richard Dooley, owner, and Patrick Darcy, driver, for cruelty working a horse while suffering from a raw sore. Evidence was given by the driver that there was nothing wrong with the horse. This was corroborated by a man named Mooney in the employment of the Kingstown Urban Council. The magistrate said he was to take the word of the inspector who had been in the employment of the Society for seven years. He fined the driver 5s.

SPORTING NEWS.

CROOM MEETING—YESTERDAY.

Except for one or two showers the weather was fine and bright at Croom yesterday, and a fairly large crowd witnessed an interesting afternoon's racing. With no recent form to guide them, backers were at a disadvantage, and they fared very badly. Perennial, the winner of the Croom Plate, was the solitary favourite to score. Details:—

2.15—STEWARDS' PLATE of 25 sovs. Second received 5 sovs. A weight for age hurdle race. One mile and a half.

Mr. E. Harty's b. c. SAILCLOTH, by Lossiers—Silvercraft, 4, 10-0 ..... Owner 1

Mr. J. O'Callaghan's CROWN SOLICITOR, 5, 10-8 ..... C. Aylin 2

Mr. C. Creed's STARBOARD LIGHT, 6, 10-8 ..... J. Cahalan 3

Also ran—Mr. Desmond's Canidina, 5, 10-8 (H. Harty); Mr. B. Hoderman's Fanatic, 5, 10-8 (J. Quinn, jun.); Mr. Manning's Loch Cheo, 6, 10-8 (R. Houlihan); Mr. D. F. O'Brien's Her Majesty, 5, 10-3 (Mr. C. Noonan); Mr. M. J. Barry's Quickset, 11, 4, 10-0 (J. Mahony); Mr. W. Mooney's Mill Valley, 4, 10-0 (J. Farrell); Mrs. Sheehan's Scott, 4, 10-0 (P. Sheehan).

(Winner trained by Mr. M. J. Harty, Attson, Croom.)

Betting—2 to 1 each agst. Crown Solicitor and Quickset II., 10 to 1 each Her Majesty, Fanatic, and Starboard Light, 100 to 8 Mill Valley, 200 to 1 SAILCLOTH or any other.

Won by a neck; two lengths divided second and third. Fanatic was fourth, and Her Majesty fifth.

2.45—CROOM PLATE of 25 sovs. Second received 2 sovs. A handicap hurdle race. Two miles.

Mr. E. Tyler's b. or br. g. PERENNIAL, by Pericles—Whitflower, 5, 11-3 ..... M. Smith 1

Mr. J. J. Foley's INCONSTANT, 6, 10-7 ..... H. Harty 2

Mr. B. Kirby's MISS RIVERS, 6, 11-4 ..... M. J. Harty 3

Also ran—Mr. J. J. Parkinson's Flying Man, 4, 11-3 (W. Beasley); Mr. J. J. Parkinson's Fendalism, 6, 11-0 (Mr. W. J. Parkinson); Mr. R. Power's Scotch Wolf, 6, 11-0 (Joe Hartigi); Mr. J. O'G. Delmore's Walmer, a, 10-8 (J. Burke); Mr. C. Kelly's Touch Me Not, 6, 10-0 (N. Hayes); Mr. B. O'Donnell's Yoke, 4, 9-9 (car. 9-12) (J. Carey).

(Winner trained by A. Anthony, Westerna, Curragh.)

Betting—3 to 1 each agst. Miss Rivers and PERENNIAL, 5 to 1 each Fendalism and Walmer, 10 to 1 any other.

Miss Rivers and Perennial shared the running to the last hurdle, where Perennial drew out, and won by a length; three lengths between second and third. Fendalism was fourth.

3.15—FEBRUARY PLATE of 25 sovs. Second received 2 sovs. A weight for age steeplechase. Two miles.

Mr. F. P. Joyce's MOUNT FINN, by Staccato—The Faloch's dam, a, 10-5 ..... N. Hayes 1

Also ran—Mr. J. P. Hogan's Tito Mattei, a, 11-12 (W. Gadsen); Mr. F. P. Hogan's Sprenan, 5, 11-7 (A. Hogan); Mr. P. Sullivan's Second Attempt, 5, 11-2 (J. Hickey); Mr. D. M. Grant's Blackthorn, 5, 10-4 (S. Kelly); Mr. W. Harty's Out of Bounds, 5, 10-4 (Mr. C. Harty); Mr. T. B. Dennedy's Too For'ard, a, 10-0 (T. Casey).

(Winner trained by Mr. J. Dwyer, Lough Fedora, Cashel.)

Betting—5 to 2 agst. Sprenan, 3 to 1 Second Attempt, 4 to 1 each Too For'ard, Mount Finn, and Tito Mattei, 7 to 1 any other.

Mount Finn finished about a length ahead of the others, the others either falling or being pulled up.

3.45—RAILWAY PLATE of 25 sovs. Second received 2 sovs. A handicap steeplechase. Three miles.

Mr. J. P. Hogan's ch. m. LADY SUE, by Sneoroth—Cadmonella, a, 11-9 W. Gadsen 1

Mr. D. Lynaghs's THE FLY III., a, 11-10 ..... P. Sheehan 2

Mr. T. O'Brien's SHANBALLY, 6, 10-0 ..... J. Lembard 3

Also ran—Knight of Glin's Glencarthy, 6, 11-6 (M. J. Harty); Mr. J. J. Parkinson's Heretic, 4, 10-12 (W. Beasley); Mr. W. Harty's Mullacash, 6, 10-5 (A. Harty); Mr. J. Dwyer's Bernie, a, 9-5, car. 9-11 (J. Farrell).

(Winner trained by Mr. J. Dwyer, at Manister House, Croom.)

Betting—5 to 2 each agst. the Fly III. and Mullacash, 3 to 1 Lady Sue, 6 to 1 each LADY SUE and Shanbally, 10 to 1 any other.

Lady Sue made all the pace, and won in a canter by two lengths; a bad third. Heretic fell. Mullacash and Glencarthy were pulled up.

4.15—RING PLATE of 25 sovs. Second received 2 sovs. A handicap scramble. Two miles.

Mr. T. Slattery's br. g. THE TURK, by Turk's Cap—Bibo's Daughter, 11-9 ..... Owner 2

Mr. P. Fox's ST. GREGORY, 4, 12-0 ..... Mr. J. Manley 2

Mr. W. Harty's CALLAN, 4, 10-7 ..... H. Harty 3

Also ran—Mr. J. M. O'Brien's Master Harry, 6, 11-10 Mr. M. O'Brien); Mr. M. Prior's Southern Minstrel, 6, 12-0 (J. Lombard); Mr. A. Anthony's Captain Harry, 8, 11-12 (E. Casey); Mr. J. Lynch's Tullow Chat, 6, 11-7 (Mr. J. Prior); (C. Noonan); Mr. J. P. Hogan's Dunmer, 5, 11-12 (W. Gadsen).

(Winner trained by Mr. M. J. Harty, Attson, Croom.)

Betting—2 to 1 each agst. St. Gregory, 4 to 1 Southern Minstrel, 5 to 1 each Callan and Dunmer, 8 to 1 each Captain Harry and Master Harry, 10 to 1 THE TURK and any other.

The Turk made all the running, and won in a canter by five lengths; a bad fall between second and third. Southern Minstrel, Captain Harry, and Dunmer fell.

GATWICK MEETING

"GRAND NATIONAL" STEEPLECHASE.

FRIDAY, MARCH 24.

RACECOURSE ASSOCIATION STEEPLECHASE (handicap) of 1,000 sovs. Cup value £100. 100 sovs. Second 100 sovs. and the third 50 sovs. About four miles and one furlong.

ACCEPTANCES.

	Age.	st. lb.		Age.	st. lb.
Couvrefeu II.	6	12

AMUSEMENTS.

MOTOR THEATRE.
at 8.0. Early Doors at 7.0.
ELEBRATED COMEDY OF YOUTH,
"O' MY HEART."
ONCE TO-MORROW SATURDAY 2.30.
Next Week—"FLORODORA."
MISS EVIE GREENE,
Mr. EDWARD LEWIS,
And Powerful London Company.

EMPIRE THEATRE.
6.40 .....TWICE NIGHTLY ..... 9.
JACK & THE BEANSTALK.
THE BEST SHOW IN THE CITY.
THE UNANIMOUS VERDICT.
"A WORTHY SUCCESSOR TO 'CINDRELLA'"
BOOK YOUR SEATS. TEL. 824.
MATINEE TO-MORROW (SAT.), AT 2.15.

THE ABBEY THEATRE.
THIS EVENING AND FOLLOWING EVENINGS, at 8.15. MATINEE ON SATURDAY, 2.30 p.m.
BIRTHRIGHT,
By T. C. MURRAY.
THE BUILDING FUND,
By WILLIAM BOYLE.
BOOKING AT THEATRE TEL. 3268.
NEXT WEEK—
THE DREAMERS,
A Play about Robert Emmet, by Lennox Robinson.

QUEEN'S THEATRE.
6.45..... TWICE NIGHTLY ..... 9.
"HIS MOTHER'S BOY."
USUAL PRICES.
MATINEE SATURDAY NEXT, at 2.30.

BOHEMIAN PICTURE THEATRE,
PHIBSBORO' ROAD.
TO-DAY and TO-MORROW (Two Days Only).
Showing at 3, 6, 7, and 9 p.m. Daily,
The case LEWIS WALLER in
BRIGADIER GERARD in 5 Parts.
ALSO SHORTY THE PRIZE FIGHTER.
A Terrific Two-Part Comedy.
Pathe Gazette and Pall Programme.
FINEST ORCHESTRA IN IRELAND.
Prices 3d., 6d., and 1/. Children Half-price to Balcony and Stalls. Bookings. Tel. 4407.

PRINCESS CINEMA, RATHMINES.
ENORMOUS SUCCESS. LAST 2 DAYS.
THE WORLD'S GREATEST PHOTO-PLAY.
"THE ROSARY,"
IN SEVEN PARTS.
PERFORMANCES 3.30, 6.45, and 9 o'clock.
Also Fourth Series,
"OUR ARMY."

ROYAL DUBLIN SOCIETY
AFTERNOON LECTURES,
THIS (FRIDAY) AFTERNOON AT 4 O'CLOCK,
"HOW AGRICULTURAL PRODUCTION HAS BEEN INCREASED DURING THE PAST TWO CENTURIES."
By PROF. JAMES WILSON, M.A., B.Sc.
Admission to the public, 2/-. Tickets purchased through a member, 1/-.

MR. & MRS. LEGGETT BYRNE'S
DANCE,
GRESHAM HOTEL,
TO-NIGHT (FRIDAY), FEBRUARY 18th.
Tickets (number limited), 7/6.
Dancing 6.30 p.m. Carriages 4 a.m.
Mr. CLARKE-BARRY'S BAND.
'Phone 1813. 27 Adelaide road.

BLINDED SOLDIERS' FUND.
Under the Patronage of Their Excellencies the Lord Lieutenant and Lady Wimborne, and Major-General Friend, C.B.
A DRAWING ROOM CONCERT,
In aid of above, will be held at
71 MERRION SQUARE,
On THURSDAY, FEBRUARY 24th, at 8.30.
Artists—
SIGNOR SIMONETTI.
MR. CLYDE TWELVETREES.
MISS JOAN BURKE.
MISS IRWIN CROWLEY.
MR. ARTHUR LUCAS.
MR. T. W. HALL.
TICKETS, including Tea, 2/6.

IRISH COMMAND BOXING CHAMPIONSHIP,
ROTUNDA RINK,
23rd, 24th, 25th, and 26th FEBRUARY.
Under the Patronage of His Excellency the LORD LIEUTENANT.
And Right Hon. Major-General L. B. Friend, C.B.
(Proceeds to be given to Comforts Funds of Irish Regiments).

Ring Seats...	10/-	4 nights' ticket,	£1 10 0
Reserved Seats...	5/-	4 nights' ticket,	0 15 0
Second Seats....	3/-	4 nights' ticket,	0 10 0
Third Seats.....	2/-	4 nights' ticket,	0 6 0
Soldiers in Uniform,	1/-	4 nights' ticket,	3/-

All tickets (excepting Soldiers') can be obtained at Messrs. Cramer, Wood, and Co., Westmoreland street.
Doors open 7.15 p.m. Boxing 8 p.m. sharp.
J. BETTS, Captain, Hon. Secretary.

CARMEL BAZAAR.
DANCE,
ABERDEEN HALL, GRESHAM HOTEL,
MONDAY NEXT, FEBRUARY 21st, 9 p.m.
Mr. CLARKE BARRY'S BAND (Augmented).
Tickets, 7/6 each, may be obtained from the Dance President, Mrs. J. J. Byrne, 61 Parnell street; or at Gresham Hotel.

CONTRACTS.

SOUTH DUBLIN UNION.
TO PROVISION MERCHANTS AND OTHERS.
The Board of Guardians of the above Union will, at their Meeting on the 8th March, 1916, receive and consider Tenders and Samples for Margarine, to be delivered at the Workhouse Stores, James's street, Dublin, at 40/- per cwt. The Margarine must be of Irish Manufacture, and must contain at least 84 per cent. of fats, which must be animal fats, not fish or other oils; but only one sample will be considered from each person tendering. The quantity required will be about 1,200lbs. weekly. Each consignment must come direct from the Manufactory to the Workhouse Stores, and will be subject to careful examination on each delivery, and regular analysis.
Intending Contractors must state the Brand and the name of the Manufacturer, and submit samples with Tender. The period of the Contract is from the 1st April, 1916, to the 30th September, 1916.
Particulars as to delivery and Tender Forms can be had on application to the Master's Office. Sealed Tenders must be lodged here with me not later than 12 o'clock noon on Wednesday, 8th March, 1916.
The Guardians do not bind themselves to accept the lowest or any Tender.
By Order,
JOHN F. CONDON, Clerk of Union.
Clerk's Office, 1 James's street, Dublin,
16th February, 1916.

GREAT NORTHERN RAILWAY COMPANY (IRELAND).
The Directors are prepared to receive Tenders for the Supply of Twelve Pressed Steel Carriage Bogies.
Particulars may be obtained from the Secretary on payment of Five Shillings, which will be refunded on receipt of a bona-fide Tender.
Tenders should be delivered, under sealed cover, endorsed "Tender for Steel Carriage Bogies," to the undersigned, not later than 10 a.m. on Wednesday, 1st March, 1916.
The Directors do not bind themselves to accept the lowest or any Tender.
T. MORRISON, Secretary.
Secretary's Office, Amiens street Terminus, Dublin, 14th February, 1916.

GREAT NORTHERN RAILWAY COMPANY (IRELAND).
TO ELECTRICAL CONTRACTORS.
The Directors are prepared to receive Tenders for Electric Battery Materials for Carriage Lighting.
Copies of the Specification may be obtained from the Secretary.
Tenders should be delivered, under sealed cover, endorsed "Tender for Train Lighting Material," to the undersigned, not later than 10 a.m. on Wednesday, the 1st March, 1916.
The Directors do not bind themselves to accept the lowest or any Tender.
T. MORRISON, Secretary.
Secretary's Office, Amiens street Terminus, Dublin, 14th February, 1916.

ARMY CONTRACTS.
OILS AND KINDLING WOOD.
Sealed Tenders for the above Supplies for Military Services at Stations in the undermentioned Districts, during Twelve months from the 1st April, 1916, will be received until 12 o'clock noon on WEDNESDAY, the 1st MARCH, 1916, by the Officers Commanding Army Service Corps, the undermentioned Districts:—
IRISH COMMAND.
Curragh District—Curragh Camp.
Queenstown District—Queenstown.
Belfast District—Belfast.
Dublin District—Dublin.
Fermoy District—Fermoy.
Athlone District—Athlone.
Forms of Tender and Conditions of Contract showing approximate quantities may be obtained on application at the above-named Head Quarter Offices, by letter addressed to the Officer Commanding Army Service Corps, or in person between the hours of Ten and Four o'clock.
The Tenders must be properly filled up, signed, and sealed, and no Tender will be noticed unless delivered upon the proper form, in time, at the above-named Head Quarter Offices, under sealed envelope, marked "Tender" on the outside.
War Office, February, 1916.

IRISH TIMES
BELFAST BRANCH OFFICE.
108 ROYAL AVENUE.
'Phone—1787, Belfast.

PUBLIC AMUSEMENTS.

THEATRE ROYAL
HIPPODROME AND WINTER GARDENS.
6.45 ..... TWICE NIGHTLY 9.0
REVUE
EXCUSE ME! EXCUSE ME!

TIVOLI Tel. 9.0'c. Tel. 4125. TIVOLI
THIS WEEK'S FEATURE TURNS,
RAY WALLACE,
Premier Mimic of Vaudeville Stars.
TOM COSTELLO,
Favourite Singer of Favourite Songs.

THE COLISEUM THEATRE
6.45....PANTOMIME—TWICE NIGHTLY—9 o'c.
ENTIRE CHANGE! NEW TO DUBLIN!!
THE "THE FORTY THIEVES." FORTY THIEVES"
MATINEE SATURDAY AT 2.30.
Box Office 10 a.m. to 10 p.m. 'Phone 2030.

PUBLIC NOTICES.

MIDLAND GREAT WESTERN RAILWAY OF IRELAND CO.
At the One Hundred and Thirty-eighth General or Ordinary Meeting of the Company, held at their Offs. a, Broadstone Terminus, Dublin, on Thursday, 17th February, 1916,
Major H. C. CUSACK, J.P., Chairman of the Company, in the chair,
RESOLVED.—That the Seal of the Company be affixed to the Register of Shareholders of the Company.
RESOLVED.—"That the Report of the Directors, Statement of Accounts, and Statistical Returns for the year ended 31st December, 1915, as printed and forwarded to the Proprietors, be received and adopted."
RESOLVED.—"That interest at the rate of Five per cent. per annum on the Five per cent. Preference Stock, and of Four per cent. per annum on the Four per cent. Preference Stock, be paid for the half-year ended 31st December last, and a dividend at the rate of Two per cent. per annum for the same half-year be declared and paid on the Consolidated Stock of the Company (making, with the Interim Dividend at the rate of Two per cent. per annum paid for the half-year ended 30th June, 1915, a Dividend for the year at the rate of Two per cent.), the Warrants for which will be payable on and after the 1st March next."
Proposed by John Gore, Esq., seconded by M. O'Dea, Esq., J.P., and RESOLVED.—"That Mr. F. J. Brady, M.P., one of the outgoing Directors, be, and he is hereby, re-elected."
Proposed by Sir William Fry, seconded by R. J. Kelly, Esq., B.L., and RESOLVED.—"That Mr. Arthur Jackson, J.P., one of the outgoing Directors, be, and he is hereby, re-elected."
Proposed by Sir William Fry, seconded by James Mack-y Wilson, Esq., and RESOLVED.—"That Mr. W. E. Holmes, the Auditor who retires by rotation, be, and is hereby, re-elected."
The Chairman having vacated the Chair, and Sir Walter Nugent, Bart., M.P., having been called thereto, it was
Proposed by Ven. Archdeacon Daly, seconded by Rev. Canon McCormick, D.D., and unanimously resolved—
"That the very best thanks of the Shareholders of this Company be conveyed, and they are hereby given, to the Chairman for his dignified conduct in the Chair to-day, and to him, the other Directors, and officers of all grades, for their unremitting attention to the affairs of the Company."
PERCY A. HAY, Secretary.
Broadstone Terminus, Dublin,
17th February, 1916.

CITIES SERVICE COMPANY.
PREFERRED STOCK DEBENTURE WARRANTS FOR ARREARS OF DIVIDENDS TO 31st DECEMBER, 1915.
SHAREHOLDERS ARE EARNESTLY REQUESTED TO RETURN THESE WARRANTS FOR NEW ISSUE IMMEDIATELY TO FACILITATE COMPLETION OF THE COMPANY'S ARRANGEMENTS.
T. W. BONNETT, Assistant Secretary,
Bankside House, Moorgate street,
London, E.C.
7th February, 1916.

THE DUNLOP RUBBER COMPANY, LTD.
Notice is hereby given that the Transfer Registers of the Preference Shares will be Closed from Monday, the 19th of February, to Friday, the 25th of February, 1916, both days inclusive.
ALFRED DU CROS, Secretary.
18th February, 1916.
180-182 Clerkenwell road, London, E.C.

CONTRACTS.

SOUTH DUBLIN UNION.
HALF-YEARLY SUPPLIES.
The Guardians of the above Union invite Tenders for the following supplies for Six Months from the 1st April, 1916—
LIVE CATTLE AND SHEEP.
HAY, Prime Horse.
STRAW, Best Oaten, sweet and clean.
OATS, Best Black.
POTATOES, Best Table.
FLOUR, per cwt.
OATMEAL, Best Patent Cut, per cwt
WHOLE MEAL, per cwt.
INDIAN MEAL, Best Red, per cwt.
RICE FLOUR, Bakers, per cwt.
The Whole Meal, Flour, Oatmeal, Indian Meal, Rice Flour must be equal to samples, which can be seen at the Master's Office in the Workhouse.
All commodities must be ground by Irish Mills, a certificate to accompany each delivery of flour, stating the name of the Irish Mills in which said article is ground, and signed by the Contractor and Owner of the Mills.
On acceptance of the Tender the Contractor shall at once deliver one ton of Flour identical to the Workhouse sample, which will be held in store to test all future deliveries. The ton so DELIVERED to be returned once a month.
Information as to the probable quantities required will be furnished by the Master of the Workhouse on application.
Detailed priced invoice must accompany each delivery of goods, and no goods will be received into store from any Contractor who does not comply with this regulation. Contractors should see that they are furnished by the Storekeeper with official receipts for all goods supplied.
Contractors will be required to strictly comply with Article 7 and 15 of the Accounts Order, 1905, which state that the second meeting of each month shall be the Stated Finance Meeting, and that accounts (which should be furnished monthly on official order forms only for goods, materials, etc., supplied to the end of the preceding month) must be sent direct to the Clerk of the Union, and be in his hands three clear days AT THE LEAST before such Stated Finance Meeting.
No goods will be received into the stores unless they have been ordered on the Guardians' official order forms (signed by the Clerk of the Union) in accordance with Article 22 of the Union Accounts Order, 1905.
Contractors will also be bound by Section 51 (7) of the Local Government (Ireland) Act, 1898, which provides that goods supplied during any half-year must be paid for within three months after the close of such half-year, and not sooner thereafter.
Intending Contractors are particularly requested to read over carefully the Tender and Bond before signing them, and notice is hereby given that the Guardians will make no allowance in payment for goods, or otherwise for any errors which may be made by Contractors in their Tenders.
The half-years end on the 30th September and 31st March respectively.
Sealed Tenders, printed forms of which can be had on application to the Master of the Workhouse, and none other will be considered, to be lodged with me not later than 12 o'clock noon, on the 8th March, 1916, on which day they will be opened by the Board.
Solvent security will be required for the due performance of the Contract, and Tenders, without any alterations, must bear the genuine signature of the persons tendering and their sureties.
The Guardians do not bind themselves to accept the lowest or any Tender.
By Order,
JOHN F. CONDON,
Clerk's Office, Boardroom, James's street,
Dublin, 16th February, 1916.

SOUTH DUBLIN UNION.
TO ACCOUNTANTS AND OTHERS.
The Guardians of the above Union will, on Wednesday, the 8th March, 1916, consider Tenders from properly qualified persons for taking Stock of all Provisions, Necessaries, Clothing, Bedding, Furniture, Utensils, Farm Implements, Farm Produce, and all other property of the Union for the half-year ended the 31st March, 1916. The persons appointed to complete the taking of said Stock by that date. The Stocktaker shall not be allowed by the Guardians or by any Officer of the Guardians access to the books or records of the Workhouse for the purpose of stocktaking.
He shall place an accurate valuation on all Articles of Clothing and Bedding in use.
Such valuation to be furnished in detail to the Clerk of the Union within two weeks of the close of the half-year.
The Stocktaker will be bound to tabulate the Stock found on lists which will be provided for that purpose, and according to instructions received from the Master of the Workhouse, and the entire general report of the Stocktaking must be completed and furnished to the Guardians within four weeks from the close of the half-year.
The Guardians wish to point out to intending Stocktakers that the Local Government Board have directed that in case the Stocktaking has not been satisfactorily performed and completed within the specified time, as set out above, they may forfeit such remuneration as may have been offered by the Guardians, and provisionally sanctioned by the Local Government Board.
Tenders to be lodged with me not later than 12 o'clock noon on Wednesday, the 8th March, 1916, when same will be considered by the Board of Guardians, who do not bind themselves to accept the lowest or any Tender.
By Order,
JOHN F. CONDON, Clerk of the Union.
Clerk's Office, Boardroom, James's street,
Dublin, 16th February, 1916.

NATIONAL MATERNITY HOSPITAL,
HOLLES STREET, DUBLIN.
The Governors of the National Maternity Hospital will receive Tenders up to MONDAY, 28th FEBRUARY, 1916, for Supplying the following—
Butcher's Meat.
Pure Fresh Milk.
Bread, Flour, Oatmeal.
Provisions, including Butter, Eggs, Bacon.
Fish and Fowl.
Vegetables, Potatoes, etc.
Groceries, including Tea, Sugar, Coffee, Salt.
Rice, Jams, etc.
Stimulants.
Chandlery.
Coal, Coke, Laundry, Window Cleaning, Drugs, Surgical Dressings.
Tenders to be sent to the Secretary, National Maternity Hospital, on or before MONDAY, the 28th FEBRUARY, 1916.

THE "IRISH FIELD" will be sent to any Address in the United Kingdom for three months for 1/6. Office—11 D'Olier street, Dublin.

CRAMER, WOOD & CO.
CHURCH ORGANS.
Sole Agents for the
PREMIER PIPE ORGANS,
The charming tone and appearance of these Instruments are immediately apparent, and a closer examination reveals the splendid scheme and perfect smoothness of the mechanism.
FROM £75 TO £500.
A Full Descriptive Catalogue sent on application to
4 & 5 WESTMORELAND STREET. DUBLIN.
(15)

J. W. ELVERY & CO., LTD.
LADIES' & GENTLEMEN'S
WATERPROOF AND RAINPROOF
COATS
HOT WATER BAGS.
J. W. ELVERY & CO., LTD.
ELEPHANT HOUSE,
DUBLIN. CORK. LONDON

COLDWELL'S SALE.
LAST WEEK.
EXCEPTIONAL BARGAINS.
81 GRAFTON STREET.

BY APPOINTMENT BY APPOINTMENT.
WEST & SON
HAVE A VERY LARGE STOCK OF WRIST WATCHES IN BOTH GOLD AND SILVER, including
THE SERVICE WATCH
IN STRONG SILVER CASE, with LUMINOUS FIGURES and HANDS and SPECIAL LEVER MOVEMENT, PRICE £2 10s. Od.
SHOWROOMS:
GRAFTON HOUSE,
GRAFTON STREET, DUBLIN.

HIGH WATER AT DUBLIN BAR.

To-day	Morning 10.59	Evening	11.13
To-morrow	11.27	"	11.41

SUNRISE AND SUNSET.

To-day	Rises 7.15	Sets	5.14
To-morrow	7.12	"	5.16

LIGHTING-UP TIME ..... 6.14 P.M.

ARRANGEMENTS FOR TO-DAY.

Theatre Royal—Hippodrome, 6.45 and 9 p.m.
Gaiety Theatre—Pip o' Dreams, 8 p.m.
Queen's Theatre—"His Mother's Boy," 6.45 and 9.
Empire—Jack and the Beanstalk, 6.40 and 9 p.m.
Tivoli Theatre—7 and 9 p.m.
Coliseum Theatre—"The Forty Thieves," 6.45 and 9.
Abbey Theatre—"Birthright" and "The Building Fund," 8.15 p.m.
Princess Cinema, Rathmines—3.30, 6.45, and 9 p.m.
Bohemian Picture Theatre, Phibsborough—3, 6, 7, 9.
Mr. and Mrs. Leggett Byrne's Dance—Gresham Hotel, 8.30 p.m.
Royal Dublin Society—Afternoon Lecture, 4 o'clock.
Exhibition of Students' Works—15 South Frederick street, 4.30 p.m.

The Irish Times.

FRIDAY, FEBRUARY 18, 1916.

A despatch from East Africa to the War Office reports that in a reconnaissance in force last Saturday at Salaita Hill we had 172 casualties, mainly among the Second South African Brigade.

It is reported from Washington that Count Bernstorff on Wednesday suggested to Mr. Lansing the postponement of the effective date of Germany's new order for submarines concerning the sinking of armed merchantmen in order to afford an opportunity for further negotiation. He intimated that it was not Germany's intention to sink "liners." Mr. Lansing is said to have declared that such a declaration was desirable, and that Germany's announced intention of sinking armed merchantmen without warning reopened the whole question of submarine warfare. Mr. Lansing's announcement has caused astonishment in diplomatic and other circles at Washington.

The American Club in Toronto was completely destroyed on Wednesday by a fire, accompanied with bomb explosions. Two lives were lost. The Vice-President of the Club said there was no doubt that the affair was a well-planned piece of vandalism. They wanted the news spread that they were determined to avenge the dead.

Presiding at the annual meeting of the Midland Railway shareholders at Derby yesterday, Mr. Murray Smith said 17 per cent. of the company's staff had joined the Colours—over 12,000 men.

At the weekly meeting of the Dublin Port and Docks Board yesterday a resolution was adopted, two members dissenting, directing the Secretary to write to the Board of Trade calling attention to a previous resolution sent to them with respect to the dispute between the City of Dublin Steam Packet Company and their quay labourers, which has deprived city traders of the cross-Channel service, and urging that definite action be taken by the Government to have the service resumed.

At the Dublin Criminal Sessions yesterday Timothy Kelly, a carpenter, was charged with the larceny of letters containing postal orders from the General Post Office, Dublin. The jury disagreed, and the accused was remanded on bail to the City Commission.

A conference was held in Belfast yesterday to make arrangements for the purchase of another 50,000 tons of oats and a large quantity of potatoes for the Italian Government. The question of similar large purchases in Ireland for the French Government will be dealt with later.

Messrs. Whitty (Nationalist) and Hamill (Independent Nationalist) were nominated for North Louth vacancy yesterday.

At the annual meeting of the shareholders of the Midland Great Western Railway Company of Ireland yesterday the Chairman (Major Cusack) said the total traffic for the year 1915 amounted to £652,939, this being the largest in any one year in the history of the company. He attributed that result to the growing prosperity of the agricultural industry throughout the West of Ireland. The war and the labour troubles on the quays of Dublin affected the company adversely. He regretted that the military authorities had not thought fit to establish military training stations or convalescent stations in the home of the gallant Connaught Rangers. It would, he thought, have a good effect on recruiting if they had done so. The project of converting Galway into a Transatlantic packet station was again referred to, but nothing was done, the Chairman expressing the opinion that sooner or later there would be a Western port. A dividend at the rate of 2 per cent. on the Ordinary Consolidated Stock of the company was ordered to be paid.

In London yesterday the Stock Markets were irregular, with a moderate degree of activity in some directions. American Rails were lower on New York movements. Canadian Pacifics fell 4¾. Rubber Shares were strong. Money was in good supply in the loan market, and overnight advances were made at 4 per cent. There was no material change in the discount market. In Dublin the Stock Market was quieter, with price movements irregular and limited.

Labour After the War.

One of the greatest benefits brought in the train of the war is the new dignity conferred upon labour. Thousands of men and women who in peace time would have thought it beneath them to soil their hands with manual toil are now cheerfully working long hours in all sorts of arduous occupations. Taking advantage of the new enthusiasm, the Government, it is understood, is about to start a new recruiting campaign among women with a view of inducing as many of them as possible—400,000 is the number mentioned—to take the places of the men who have been withdrawn from agriculture. In foreign countries, notably in France, a large amount of the work on the land has always been done by women; and there is no reason to suppose that, after a short period of training, the women of the United Kingdom would not be equally capable of performing many of the duties connected with agriculture and stock-raising. We hope, however, that it will be understood that this is a war expedient only, and that, when peace at last arrives, the men will come back to their old places, and the women will revert to their domestic duties and to other occupations more suitable to their strength. For the sake of the future of the race it is not desirable that too many potential mothers should be subjected to hard physical toil in their early years. The process of replacement will, of course, be gradual. Peace will not come with the suddenness of war. There will be long, weary months of negotiation, during which armies must be kept almost at their full strength; and even after the treaties are at length signed there will probably be a considerable period during which large numbers of troops will be required to garrison districts held by the Allies as material guarantees for the due payment of indemnities. Even in the most favourable circumstances, therefore, it is probable that several years will elapse before the process of replacing our soldiers in civil life will be ended.

While that, in some respects, simplifies the problem—for to provide at one blow for millions of returned soldiers would be an impossible task—it also creates the necessity that the organisation to deal with it should be set up and got into working order as soon as possible. Let us take the converse case, and suppose that ten years ago the Ministers of the day had realised that we might, within a measurable distance of time, be called upon to wage a Continental war involving the employment of millions of men. They would, if they were wise, at once have planned the organisation necessary to meet the emergency when it arose. Arrangements would have been made for an immediate expansion of all the machinery concerned with the recruiting, housing, clothing, and equipping of the Army. A detailed census of our available manhood and of our industrial resources would have been prepared; and, as soon as a critical period in our foreign relations was seen to be approaching, we should have been in a position at once to mobilise the whole strength of the nation, instead of having painfully and hurriedly to do it after war had actually broken out. Today it is our duty to prepare for peace with all the care and forethought which we omitted to display when we refused, in spite of many plain warnings, to prepare for war. Two years ago our industrial system was in a state of chaos. There were thousands of people who did no useful work for the community at all. There were thousands of others who were in their wrong places, and, therefore, not exerting their full power. The war has temporarily changed all that. The idlers have become workers; the square pegs have wrenched themselves out of the round holes, and gone forth to fight. It is for us stay-at-homes to provide in good time that, when they return, they shall not be forced back into unsuitable occupations.

We are not much enamoured, as a rule, of proposals for a new Minister of This or That; we have probably too many Government departments already, rather than too few. When the idea of a Minister of Labour was first put forward a few years ago it was resisted on the ground that the real object was to increase the power of the trade unions, which were then regarded, with some justice, as a menace to the State. But the war has shown that trade unionists are patriots, too; and it has so swelled the ranks of the industrial army with recruits from all classes that it may now be said without much exaggeration that labour is the State. It it should now be thought desirable to establish a Minister of Labour, whose function would be to co-ordinate the innumerable independent agencies now concerned with the organisation and supply of labour, we do not think that there would be much objection. Such a Minister should be, however, a centre of information rather than of control. The actual work of helping men and women to employ their individual energies to the best advantage must be local, and largely personal. We have sometimes dreamed of the time when there should be in every village throughout the Kingdom, and in every street of every town, an official whose sole duty should be to act as a friend to the friendless, to enter into their difficulties, answer their questions, put them in touch with the innumerable societies already in existence for the purpose of relieving their distresses and aiding their advancement, and generally help them to help themselves. Thanks to the war, the classes have been brought together during the past eighteen months to a greater extent than ever before since town-life became so predominant. Now is the time to make an organised effort to prevent them from slipping back into their old grooves of mutual ignorance and distrust.

Holland and the Blockade.

The case against the Government's contention that its blockade of Germany is as effective as possible is greatly strengthened by the admissions of the Amsterdam *Telegraaf*. It is, of course, a journal of strong pro-Ally sympathies—the cartoons of M. Louis Raemaekers, it will be remembered, first appeared in its pages—but it is also an intensely patriotic journal, which cannot be suspected of putting the interests of the Allies before the interests of Holland. Writing on the figures recently published of Dutch trade with Great Britain and Germany, the *Telegraaf*, without investigating whether all the figures are completely correct, declares that British public opinion will be convinced that considerable quantities of goods which are asserted to be for Dutch use reach Germany *via* Holland. It is concerned about this leakage less because it damages the Allies' cause than because it is calculated in the future to damage Dutch trade; for the warnings will "finally drive the British Government to a tightening of the blockade, from which our whole country, and especially Dutch commerce, will experience the most detrimental consequences." The *Telegraaf* proceeds: "England, who throughout the war has striven to ensure to neutral States, including our own country, a complete supply of all the commodities needed for their own consumption, certainly cannot be expected to tolerate a state of things in which exceptionally large imports, far exceeding the necessities for our own use, reach her enemies. The facts pointed out to the English public prove the great necessity of constant warnings against the practices of smugglers, great and small, in our country." Some of the best cartoons of M. Raemaekers have had as their subject the wealth which Dutch people of all stations have rapidly accumulated—still more rapidly since the depreciation of the German mark began—by acting as agents for the contraband traffic between Holland and Germany. Our present blockade system, as it applies to Holland, has failed to prevent this leakage from continuing on a very extensive scale. Under this system only such goods are permitted to enter Holland as are consigned to the Netherlands Overseas Trust. This Trust is an association of merchants who have entered into an agreement that no goods consigned to them will be re-exported to Germany. There is no reason to doubt that the association acts in complete good faith within the terms of this agreement, so far as it can. But it possesses no official authority. All that it can do with offending members is to expel them from the Trust and notify their breach of agreement to the British authorities. It is not in a position to control, except to a limited and uncertain extent, the destination of goods when they pour into the hands of a third party. Experience has shown that the system, excellent in theory, is, in practice, capable of evasion in a wide variety of directions. Our obvious remedy is to press the doctrine of "continuous voyage" to its logical conclusion. The Government should be able to determine, within a small margin of possible error, what quantity of goods Holland, on the abnormal conditions created by the war, requires for her own use above the normal consumption. It should then enforce a rigid system of "rationing," permitting Holland to import no more than the quantity of goods determined upon this basis of calculation. The danger would still exist that greedy Dutch merchants might continue their traffic with Germany; but the antidote to this danger would be found in the fact that such traffic would mean a shortage of supplies for Holland's home consumption. The Dutch people might be trusted in such circumstances to put effective pressure on their Government to compel it to take action against the smugglers.

Prosperous Connaught.

Yesterday the first of the annual meetings of the principal Irish railways was held. As usual, the series was opened by the Midland Great Western Railway. The most striking figure in the accounts of the company for the year 1915 is that which stands for the increase on the previous year of working expenses. These were higher by £21,549, and the increase is due to higher rates of wages and war bonus paid to the staff, and to the enhanced prices paid for coal, freights, and stores. Other railway companies, both English and Irish, have had to face increased expenses in similar proportion. In the case of the English companies, however, the Government is bearing a large share of the extra expense incurred by the grant of war bonuses. Almost every other railway company, moreover, has gained special profits from traffic arising out of industrial activity in the output of munitions or the presence of large bodies of troops at places served by its lines. The Midland Great Western Company has derived little or no advantage from either of these factors: it serves no industrial area, and it has had hardly any troop traffic. Against the increase in its expenses of more than twenty thousand pounds, therefore, it can only set less than three thousand pounds as increase in receipts. This increase, nevertheless, brings the total receipts up to an amount which is the largest in the company's history. The area served by the line is the poorest in Ireland. There is no doubt, however, that the condition of the province of Connaught is steadily improving. Land legislation and other ameliorative measures are showing their effects. If development goes on at the present rate, the railway company is certain to derive continuous benefit in increased traffic. The noteworthy advance in the receipts for 1915 ought, however, to be treated for practical purposes as a special result of the high prices that were to be obtained for live stock of all descriptions during the whole of last year, and especially in the earlier months. It is the state of the live stock market that has been chiefly accountable for the present high degree of prosperity; this is evident throughout the country, and has been the particular subject of remark at the meetings of the Irish banks. We hope, by the way, that the Department will give timely warning if it should appear that farmers are being tempted to dispose too freely of their stock. Major Cusack, in his speech to the Midland shareholders, touched on this point yesterday when he alluded to the increase of twenty thousand in the number of pigs carried by his line alone—all of them, no doubt, for export and slaughter. It would be a sad day for Ireland if the country were to find itself at any time denuded in a grave degree of so valuable a source of revenue. For the present, however, we must be glad that the returns of the Midland Great Western Company's traffic show that the West of Ireland, in common with the rest of the country, is enjoying a greatly enhanced prosperity.

Slates.

At one time slates were much used in all elementary schools for the children's exercises in writing and arithmetic. Sometimes water and sponges were served out with the slates, but, even when this was done, it may be guessed, without any very deep knowledge of children's ways, that the more primitive method of cleaning them was usually practised. Lately there has been some talk of their re-introduction on grounds of economy, and in the English Press warnings of the undesirable consequences to be anticipated from such a course have been printed. In Irish schools, we believe, slates are not now in common use: a few infant classes, perhaps, are exceptions. Yet the question of reducing the great amount of paper used in the schools will have to be considered by our Boards of Education. Paper for school use is not excepted from the general reduction of the country's paper supplies by one-third of the standard quantity. The saving has got to be made somehow, and it is for the authorities in Ireland, as elsewhere, to consider in what way it may be achieved. It is very likely that at present a good deal of waste occurs, and that, if waste can be eliminated by careful management, no great inconvenience will be suffered as a consequence of the new restriction. The safest plan, however, will be to act at once as if only two-thirds of the ordinary quantity of paper can be issued. It is possible, indeed, that a saving still more drastic may be expected of the schools.

BOOKS OF THE WEEK.

Owing to great pressure on our space, the "Books of the Week" are held over until to-morrow.

THE DAY IN LONDON.

The Rumanian Minister had a prolonged interview with Sir Edward Grey at the Foreign Office yesterday afternoon. Sir Edward's callers included also the French Ambassador and the Norwegian Minister.

KING AND THE YOUNG SOLDIER.

The King and Queen paid a surprise visit yesterday to the National Hospital for Paralysis, at Queen's Square, London. The hospital had 70 soldier patients, suffering from nerve injuries and severe mental shock. Every one of those patients the King and Queen visited. Some of the men were in bed, too ill to get up and greet their Majesties, but all who could do so lined up at the foot of their beds, and saluted as the Royal visitors approached. The King had a long talk with a very young soldier, and laughed heartily at the patient's droll replies to some of his questions. In answer to a question as to his age, the youth replied "Nineteen, Your Majesty." "But that is your military age," said the King with a twinkle. The soldier did not appreciate the suggestion, but gravely replied that he was anxious to get back again and do his bit as soon as he was well enough. He is suffering from very severe shock. Their Majesties were very pleased with all the arrangements for the care and treatment of the patients. By the time they left a large crowd had collected near the hospital, and cheered heartily.

COMMODORE TYRWHITT VISITS THE KING.

Commodore Tyrwhitt, of the lost Arethusa, called at Buckingham Palace yesterday afternoon, and was received by the King, with whom he was engaged for a considerable time.

COUNCIL OF UNIONIST ORGANISATIONS.

A meeting of the Central Council of the National Unionist Association of Conservative and Liberal-Unionist organisations, was held yesterday afternoon at Caxton Hall, Westminster, the Chairman (Sir Harry S. Samuel, M.P.) presiding. Mr. Bonar Law addressed the members.

On the motion of the Chairman, seconded by Mr. Steel Maitland, and supported by Sir Walter Plummer, a resolution of sympathy with Lady Ridley was passed.

The Council was preceded by a meeting of the Executive Committee, Mr. Steel Maitland presiding. There were also present—The Duke of Rutland, Earl Wharncliffe, Sir John Scraston, and Mr. Worthington Evans, and others.

LIEUTENANT-GENERAL SMUTS.

The *Gazette* last night contained the formal announcement that Major-General Jan Christiaan Smuts, Defence Forces of the Union of South Africa, has been appointed a temporary Lieutenant-General, whilst commanding the forces in East Africa.

DISTINGUISHED SERVICE CROSS.

Lieutenant Charles Gage Stuart, R.N., who was presented by the King, at Buckingham Palace, with the Distinguished Service Cross, for meritorious service in connection with the sinking of the German cruiser Dresden, on the 14th March last, is a son of Mr. William Stuart, of Mount Earl, Ballymena, and a brother of Second Lieutenant W. G. B. Stuart, of the 12th Battalion Royal Irish Rifles, and of Second Lieutenant J. Stuart, North Irish Horse. When the war broke out Lieutenant Stuart was serving on the cruiser Glasgow on the South-East Coast of America. He was in the action with von Spee's squadron, and subsequently took part in the fight in which the Dresden was sunk.

STOPPING UNNECESSARY BUILDING.

With reference to certain statements which have appeared in the Press, the Press Association, making inquiries yesterday at the Ministry of Munitions, was informed that the Ministry would not hesitate to apply its powers to the stoppage of unnecessary building if such action were required. Wherever the national purpose could be served by stopping either public or private building or work of any kind, the Ministry would take immediate action.

COMMISSION ON PAPER IMPORTS.

With reference to the Board of Trade announcement published yesterday morning regarding the Commission appointed to grant licences for the importation of paper, we are requested to state that Mr. John Jeremiah was erroneously described in the official list as Mr. James Jeremiah. Mr. Ernest Parke's name was given as Parker.

SHAMROCK FLAG DAY FOR IRISH SOLDIERS.

On Wednesday evening the Committee of Shamrock Flag Day for Irish Soldiers held their weekly meeting in Dublin. The Hon. Secretary (Miss C. Stokes) announced promises of help, and said that the objects that the Committee had in view were the sending of presents and shamrock to the Irish soldiers at the front, to the Navy, and to the prisoners of war; the entertaining of all wounded soldiers in Dublin and district on St. Patrick's Day, and the holding of a Shamrock Flag Day in Dublin and county on March 16th and 17th, the proceeds of which will be given for comforts for Irishmen in His Majesty's forces on active service, and also for the prisoners of war. In order to encourage boys and girls to work hard in the sale of flags, etc., three prizes will be offered to girls and three to boys for the best sales results. Presents of any kind will be accepted and acknowledged by the Hon. Sec

AIR DEFENCE OF ENGLAND.

STATEMENT BY EARL KITCHENER.

PRINCIPLES GOVERNING THE WAR OFFICE.

In the House of Lords the question of defence against air raids was again raised by Lord Ordsmore and Browne, and the discussion called up Earl Kitchener, who informed noble lords that there were no gas-bags in the War Office, and in whatever they sought to do they would not be affected by any pre-conceived opinions. Air raids had up to the present no influence on the conduct of the war, and we must guard against criticisms which would lead the enemy to believe that the moral and material damage caused had been greater than is actually the case.

After paying a high tribute to the Royal Flying Corps in Flanders, Lord Kitchener laid down the principles which govern the air defence of England, and he added that Viscount French would have the help of Sir Percy Scott as his expert adviser. He assured the country that the War Office would leave no stone untarned in its efforts to improve our home defence against raids, and so to improve our service to the air as to inflict the heaviest penalties on the aggressor.

HOUSE OF LORDS—Thursday.

The proceedings to-day took his seat upon the Woolsack at a quarter-past four o'clock.

INSURANCE AGAINST AIR RAIDS.

Lord NEWTON, in reply to Lord Parmoor, said the question regard to the Government insurance against aircraft and other raids, which had been made and accepted up to the end of November, 1915. Twenty-[illegible] of these were against combined risks of fire and bombardment, while 75 [illegible] were for aircraft risks alone. In [illegible] certificates of insurance against fire and bombardment had been issued [illegible] Post Office to owners of sugar [illegible] to the week ending February [illegible] amounts issued aggregated more than [illegible]

Lord ALDWYN hoped the Government would [illegible] the rates of premium, as they [illegible] enormous compared with the [illegible] for fire insurance.

ZEPPELIN RAIDS.

Lord CRANMORE and BROWNE called [illegible] to the fact that Zeppelin airships [illegible] Germany and returned to Germany [illegible] asked the Government [illegible] contemplated making such [illegible] methods of offence and defence [illegible] greater security against [illegible] lord said there was [illegible] in the country upon this [illegible] should like to know whether [illegible] national gunnery had been [illegible] the anti-aircraft guns round [illegible] by garrison men, who [illegible] experience of naval guns. In his [illegible] that there should be [illegible] who should be placed [illegible] of the aircraft services in the [illegible]

Lord MEATH pleaded for more energetic [illegible] not only for the defence of [illegible] securing such a mastery [illegible] as would enable us to carry war [illegible] enemy's country.

Lord CAVENDISH and Viscount PEEL [illegible] The latter inquired whether the [illegible] stated that they had the [illegible] for dealing with the [illegible] attacks.

Lord MAYO said that if we had [illegible] and to spare, we could [illegible] their own sheds, which [illegible] than attacking them [illegible]

HAREWOOD considered that in view of [illegible] the aircraft service, it was [illegible] that it would be under the [illegible] department independent [illegible] War Office and Admiralty.

LORD KITCHENER.

Lord KITCHENER—I have no desire to [illegible] Commander in which the [illegible] discussed and dealt with this [illegible] subject, but your Lordships [illegible] that a public debate [illegible] our system of defence [illegible] must be fraught with [illegible] information and assistance [illegible] this consideration, she [illegible] any reply in detail to [illegible] I may inform the noble [illegible] War Office there are no gas [illegible] the outcome of [illegible] for the defence of the [illegible] be affected by any pre [illegible] With regard to the Farn[illegible] I would like to point [illegible] aircraft factory is really in [illegible] touch with those who are [illegible] the staff and that our aeroplanes [illegible] in every way [illegible] instant inter[illegible] and specifications [illegible] thoroughly are put [illegible] Every new type [illegible] I think we must [illegible] observations on this [illegible] or in the Press [illegible] making the enemy [illegible] material damage [illegible] by air raids on Eng[illegible] than is actually the [illegible] the Germans to re[illegible]

ON THE WAR.

[illegible] hostile air invasions of [illegible] influence whatever on [illegible] of the war, and regrets [illegible] of citizens life and the [illegible] I do not for one [illegible] the people of this country [illegible] too great importance to [illegible] them to affect our military [illegible] full confidence that [illegible] and coolness hitherto [illegible] undiminished in any [illegible] the enemy's aircraft on this [illegible] be realised that in war [illegible] to ensure safety [illegible] risks must be accepted in [illegible] at the most important point.

CRITICISING THE FLYING CORPS.

[illegible] regard to aeronautics, the War [illegible] primarily interested in deal[illegible] requirements of the various [illegible] and although I have observed [illegible] been levelled in another [illegible] the air service at the front is [illegible] I can assure your lordships that [illegible] are unfounded and unmerited. [illegible] service in the field has, in my opinion, been more efficient than that of our Flying Corps, directed as it is by officers of the highest technical capacity, and manned by pilots and observers, whose skill and courage are unsurpassed.

[illegible] say that in our Flying Corps there [illegible] officer who has not full technical knowledge and a pilot's certificate.

HOME DEFENCE.

It is, however, with home defence, the responsibility for which has been taken over by the War Office within the last few days, that the noble lord is most concerned. I may say [illegible] as regards Zeppelin attacks, that it is beyond our power to guarantee these shores from a repetition of incursions, but although we have only one example of a Zeppelin being destroyed by aeroplane attack—I allude to Lieutenant Warneford's gallant action—there have been several cases in which we have so disabled the enemy's aircraft as to bring them eventually to the ground, or to render them useless for further service. During the last raid, while we are sure that one airship was lost at sea, we have very good reason to believe that a second was placed out of action. There are three principles which govern our air defence in this country:

1. Good information as to the arrival and movements of hostile aircraft.

2. Defence by artillery from the land.

3. Attacks in the air by aeroplane as more and more rapidly than Zeppelins can travel.

As regards the first a system has been adopted which I am confident, will give us a sufficient warning of the impending arrival and probable movements of air ships. Arrangements have been made with the Post Office so that all local centres will have the earliest and timely warning, and in order to coordinate local efforts for defence, and to take charge of artillery action and lights, special officers are being appointed at all the principal centres, whose sole duty it will be to discuss the defences of the areas entrusted

(CONTINUED ON PAGE 6, COLUMN 5.)

LUXURY OF MOTOR CARS.

STRONG APPEAL FROM THE WAR SAVINGS COMMITTEE.

The Press Bureau issues the following:—

The National Organising Committee for War Savings appeals to all classes to save every possible shilling in order to bring about early victory. It will from time to time call attention to forms of spending which should most clearly be checked as being wasteful and absorbing labour that could be put to better use.

To-day it protests earnestly against use of motor cars and motor cycles for pleasure. If this form of selfish or thoughtless extravagance were stopped, millions of money would be saved, and much work could be transferred to more useful channels.

For example, the work of [illegible] motor cars; [illegible] men now employed in carrying oil and rubber for cars and cycles;

(2) Men at the docks and railwaymen, etc., employed in handling these cargoes, and in work connected with the importation of motor cars and cycles;

(3) Chauffeurs now engaged in driving and looking after motor cars;

(4) Men now engaged at garages and shops all over the country repairing cars and cycles;

(5) Men engaged in manufacture and handling of tyres used on cars and cycles—we refer, of course, only to cars and cycles used for purposes of pleasure.

We appeal to all owners to consider earnestly whether use of their cars can be justified by any question of public utility or by real necessity. We cannot with any effect ask the poorer classes to save as long as they see well-to-do people enjoying an expensive luxury.

THE PRIMATE AT THE FRONT.

A LESSON FROM FRANCE.

In today's issue of the *Church of Ireland Gazette* the Primate (Archbishop Crozier) gives an interesting account of his recent visit to the Western front. He writes:—

My visit to the front of the battle line in France and Belgium, which has just concluded, was intended primarily for the gallant Ulster Division under the command of General Oliver Nugent, but it was prolonged for a fortnight in order to see and speak to as many men as possible of the 3rd Division under General Pulteney, and of the 16th Division under General Hickie. I shall never cease to be thankful for the opportunity of visiting all these officers and men and of speaking to them words of comfort and hope. Opportunity was also given to me of seeing something of the noble work done by the Army Medical department, both by the doctors and nursing sisters.

Of the Ulster Division Dr Crozier says:—

"I can only say that a more capable, energetic, and cheerful body of men I have never come across. I saw them at rifle practice, bomb throwing, route marching, road making, and in the trenches, and everywhere my experience was the same—officers and men working in splendid harmony, and taking the keenest interest in any and every job they were given to do. One night I had gone out late to watch the fire balls illuminating the "no-man's land" between our front trenches and those of the enemy. I met a large body of men coming back from eight days' weary work in water-logged trenches, and they were singing so lustily that I thought at first they were coming from a concert, and yet the war is to them a terrible reality, and every day they experience some of its horrors."

In addition, the Primate writes:—

I can hardly say how keenly I felt that England and Ireland have not really waketed to the horrible realities of war, and to the fact that it will drag on for years unless some noise from the strange lethargy that oppresses us. I travelled hundreds of miles through France, and I saw old men [illegible] children of 12 or 13 sowing the fields, and women leading the horse in the harrow. I saw women feeding the cattle and carrying food and water to the home, but I saw absolutely no men of military age—except those in the coal mines—who were not in military clothing. Indeed, one Frenchman told me that if I saw one such here and there I might know that he was "the village idiot"! France is correct. France is awake to the horror of German brutality and lust—and selfish individualism has yielded to high-souled sacrifice. France will come out of the struggle purified as gold tried by the fire. I wondered as I thought of many of our English, and, alas! still more of our Irish, cities and towns, what lasting benefit will Great Britain and Ireland reap from a struggle in which our noblest and best are nearly dying, that we may live in security and peace."

GERMANY AND BELGIUM.

In the House of Commons yesterday,

Mr. ASQUITH, replying to Mr. D. Mason, said that, according to the statement of the Belgian Legation, which appeared in the Press on February 12, the rumours that peace proposals had recently been made by Germany to the Belgian State were devoid of foundation.

CAUCASUS.

FALL OF ERZERUM.

VIEWS OF A BRITISH DIPLOMATIST.

FAR-REACHING EFFECT OF THE CONQUEST.

A British diplomatist who spent many years in Turkey, including a prolonged residence in Erzerum, informs Reuter that the fall of that fortress is of immense political value, and will have a great effect, even outside the Ottoman Empire. It will affect Persia, and even Rumania, far more than a British occupation of Bagdad.

Reuter's representative has had an interview with a British diplomatist whose many years' official connection with Turkey and the Near East, including a prolonged residence in Erzerum, make his opinion on the subject of the fall of Erzerum and its results of particular interest.

In conversation with Reuter's representative, he said—Before speaking of the marvellous feat the Russian troops have performed I should like to point out the immense political value of the fall of Erzerum. The fall of what I may call the Metz of Eastern Turkey will have the greatest possible effect throughout the whole of the Ottoman Empire, far greater than would the news of our occupation of Bagdad. Bagdad is regarded by the Turk as outlying and Arab, while Erzerum is vital to the interests of Turkey. Not only do all the Turks regard the place as impregnable, but it is also the key of the defences of all the Asiatic dominions of the Ottoman Empire. The effect of its capture by our Allies will be immense, not only in Turkey itself. The news will cause consternation over the Near East, and will have its effect from Teheran to the Balkans, not excluding Rumania. In Bulgaria it will occasion much apprehension, and in Northern Persia, it will affect the attitude of the Kurdish population, who are doubtful supporters of the Turks, and weaken their already weak adhesion to them. One does not want to exaggerate, but knowing the Turk and Near East as I do, I believe it is not easy to over-estimate the value of what has happened.

LONDON'S CONGRATULATIONS.

The Lord Mayor of London yesterday telegraphed to the Mayor of Petrograd conveying to that city the congratulations of the City of London on the brilliant victory of the Grand Duke Nicholas and the gallant Russian troops involving the fall of Erzerum.

BALKAN WAR THEATRE.

REVIVING THE SERBIAN ARMY.

(PRESS ASSOCIATION WAR SPECIAL.)

PARIS, THURSDAY.

The special correspondent of the *Journal* in Corfu telegraphs under date, February 9th:—

The French instructors engaged in reconstituting the Serbian Army have at the present moment in Corfu a homogeneous mass of 130,000 able-bodied men, with cadres and new equipment. They are well-armed and distributed among several camps. To this Serbian Army must be added the little nucleus formed from what it was possible to save of the Montenegrin Army. When we have received from Avlona the 22,000 horses awaiting shipment, a good half of the work of regeneration will have been accomplished. It is beginning to be realised that it will, perhaps, be difficult to carry out the special training of the Serbian Army in Corfu. It will, perhaps, be thought preferable to transplant it at once to a place where it might give useful support to the Anglo-French Armies, and its training be completed on the spot. The Staffs are engaged in drawing up schemes for the organisation and employment of the Serbian Army. In any case it is determined to shorten its stay in Corfu as much as possible, and send it where it ought to act.

GENERAL SARRAIL AND KING CONSTANTINE.

(REUTER'S TELEGRAM.)

PARIS, THURSDAY.

The special correspondent of the *Matin* at Athens telegraphs, under Tuesday's date, that General Sarrail is coming to Athens to pay a visit to the King of Greece.

CAMEROONS CONQUEST COMPLETE.

ESCAPE OF GERMAN COMMANDANT.

PRESS BUREAU, 7.45 P.M.

The Secretary of the War Office makes the following announcement:—

A telegram, dated February 16th, received from General Dobell, states that he has received information from General Aymerich, that the French have closed the frontier up to Angoa, and all east of that place. The Campo column has a few miles to traverse to close the line from the sea. Active operations are now practically ended, and the conquest of the Cameroons is complete, with the exception of the isolated position of Mora Hill.

The German Commandant Zimmerman has succeeded in making his escape into Spanish territory.

OATS AND POTATOES FOR ITALY.

LARGE PURCHASES IN IRELAND.

(FROM OUR CORRESPONDENT.)

BELFAST, THURSDAY.

An important conference was held at Belfast to-day to make arrangements for the purchase of an additional 50,000 tons of oats, 10,000 tons having already been secured, and a large quantity of potatoes, for the Italian Government. Mr. T. W. Russell, Vice-President of the Department of Agriculture; Professor Campbell, and representatives of the Irish shippers and merchants in corn and potatoes were present.

Arrangements were completed for the checking of the various purchases as to quantity, prices, and quality.

The question of similar big supplies for the French Government will be dealt with later. The prospect for the Irish agriculturist is, therefore, highly promising.

GRAIN PRICES RISING.

Sixty shillings was the top price for wheat on Plymouth Corn Exchange yesterday. The demand was good, owing to the absence of foreign cereals from port. Other classes of feeding stuffs increased, maize by 1s. 3d. and barley by 1s. Oats, however, were 6d. cheaper. The price of flour advanced another shilling per sack.

Wheat unexpectedly advanced 3s. per qr. to 65s. at Driffield yesterday, just 5d. below the highest price for home-grown wheat since the war started. The best malting barley advanced to 62s.

The nominations for the East Toxteth Division of Liverpool take place on Monday next, and the polling, if any, on the following Thursday.

UNITED STATES AND GERMANY.

SUBMARINES AND MERCHANTMEN.

MR. LANSING'S SIGNIFICANT STATEMENT.

WHOLE QUESTION REOPENED.

(PRESS ASSOCIATION WAR SPECIAL.)

WASHINGTON, WEDNESDAY.

Count Bernstorff to-day conferred with Mr. Lansing regarding the advisability of postponing the effective date of Germany's new order to submarines concerning the sinking of armed merchantmen, in order to afford an opportunity for further negotiations.

Count Bernstorff told Mr. Lansing that in carrying out the new submarine campaign it was not the intention of Germany to sink "liners."

Mr. Lansing is understood to have informed him that such a statement from his Government was desirable. Mr. Lansing said that Germany's announced intention of sinking armed merchantmen without warning re-opened the whole question of submarine warfare.

Mr. Shirley Benn seconded the amendment.

Mr. Balfour complained that the mover and seconder of the resolution had criticised the conduct of the Transport Department of the Admiralty, and endeavoured to make it more or less responsible for the shortage of tonnage from which this and neutral countries were suffering. He did not think that criticism was justified. He believed that the Transport Department of the Admiralty had tried to carry out its duties with the least possible hardship to shipowners and consumers.

Undoubtedly some shipowners would prefer to have their ships earning the present preposterously, and even dangerously, high rates, rather than the pre-arranged rate shown as the Blue Book rate, but he believed that shipowners for the most part would like to see these rates reduced to a more reasonable level.

Mr. Peto had suggested that the whole of the British shipping should be taken and employed at Blue Book rates, while the shipping of the Allies was apparently to be allowed to go on earning at the market rate. A more preposterous and impossible proposal he could hardly imagine.

The Admiralty Transport Department had no control over the amount of tonnage requisitioned. They were the Ministers and servants of the military departments.

There was a shortage of tonnage, but he thought the House would agree that to curb and control their military policy on account of even the most important subsidiary considerations would be the greatest mistake they could possible make.

Mr. Houston, after refusing to support the amendment, criticised the manner in which merchant ships and colliers had been dealt with. He complained of the sending of large merchant ships upon long voyages, in ballast; and said that colliers had been kept lying up at Sheerness until their cargoes ignited by spontaneous combustion. The motto of the Government should be: "Slow, but sure"—slow to move, but sure to be too late."

Mr. Runciman, replying for the Board of Trade, said they were trying to pour a quart into a pint pot, and their trouble with regard to high freights was due to that fact, and to nothing else. A very considerable portion of our mercantile marine had been requisitioned by the Government, and what was called the shipping problem had become the greatest economic problem of the day.

The Allied countries were depending to an enormous extent on the services of neutral shipping, and if we did away with the service of neutral ships we should starve. The task thrown upon us was that of keeping not only this country, but also Italy, France, and Russia supplied.

Control was now so wide and adequate that no vessel could trade anywhere without permission of one kind or another. All vessels which were requisitioned by the Admiralty were actually and completely controlled by that department.

In regard to the high freights to the Mediterranean, these were due not to the British, but to the foreign shipping concerned in that trade.

There was no doubt that something must be done to ease the congestion at the ports. Much of the delay was due to shortage of labour.

The increase of our mercantile marine was just as necessary as the increase of munitions of war or of war ships.

Dr. MacNamara having spoken, the amendment was negatived without a division.

HOUSE OF COMMONS—Thursday.

The SPEAKER took the chair at 2.45.

DEBATE ON THE ADDRESS.

UTILISATION OF MERCHANT TONNAGE.

The debate on the Address was resumed.

Mr. PETO moved as an amendment to add at the end—

"But this House humbly expresses its regret that Your Majesty's Government have not taken measures to utilise economically the available merchant tonnage of the country by placing it under the control of a central expert authority, with full power to requisition and direct the movements of all vessels, and fix and limit remuneration for transport services of all kinds during the war."

He said he made no apology for raising the subject, because our power of endurance depended to a very great extent on the single factor whether our available mercantile tonnage was ill or well managed. The economical use of our merchant tonnage was of vital importance to us in the prosecution of the war. His amendment asked that the control and management of our merchant ships should be in the hands of a central expert authority. If that had been done from the commencement of the war many of the difficulties which had arisen in connection with freights, tonnage, and congestion at the ports would have been avoided. In their dealing with this matter the Government had got into a hopeless muddle, and they hoped to get out of the muddle by appointing an additional Committee. He was glad to see members of the Labour Party present, because he desired to ask them whether they were satisfied that, in this hour of the country's need, Labour was doing its best in the great shipyards of the country.

Mr. SHIRLEY BENN seconded the amendment.

MR. BALFOUR.

Mr. BALFOUR said that the President of the Board of Trade would explain the policy of the Government on this important question. The mover and seconder of the amendment appeared to criticise the action taken by the Transport Department of the Admiralty, and endeavoured to make that department more or less responsible for the shortage of tonnage from which the commerce of the country was to a certain extent suffering. He had no doubt this inflicted some hardship upon consumers in this country and upon consumers in neutral countries. In his opinion, it was an entire mistake to cast blame upon the Admiralty. The Transport Department, on whom the duty of requisitioning ships devolved, endeavoured to carry out their duty with the least possible hardship both to the shipowner and the consumer. He believed that duty was, in fact, carried out with great skill and the most careful consideration of all the interests involved. He had had constant occasion to watch the work of the Transport Department, and he believed they had earned the gratitude of the country.

EXPERT ASSISTANCE AND ADVICE.

It would have been impossible for them to have carried out their great undertaking had they not been aided by the very best

(CONTINUED ON PAGE 6, COLUMN 1.)

PARLIAMENT.

CONTROL AND USE OF MERCHANT SHIPS.

GOVERNMENT'S POLICY CRITICISED.

MR. BALFOUR DEFENDS THE ADMIRALTY.

MR. RUNCIMAN ON THE ECONOMIC ASPECT.

In the House of Commons the debate on the Address was resumed.

Mr. Peto moved an amendment expressing regret that the Government had not taken measures to utilise economically the available merchant tonnage of the country by placing it under the control of a central expert authority with full power to requisition and direct the movements of all vessels, and fix and limit remuneration for transport services of all kinds during the war.

Mr. Shirley Benn seconded the amendment.

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Mr. PETO moved as an amendment to add at the end—

"But this House humbly expresses its regret that Your Majesty's Government have not taken measures to utilise economically the available merchant tonnage of the country by placing it under the control of a central expert authority, with full power to requisition and direct the movements of all vessels, and fix and limit remuneration for transport services of all kinds during the war."

He said he made no apology for raising the subject, because our power of endurance depended to a very great extent on the single factor whether our available mercantile tonnage was ill or well managed. The economical use of our merchant tonnage was of vital importance to us in the prosecution of the war. His amendment asked that the control and management of our merchant ships should be in the hands of a central expert authority. If that had been done from the commencement of the war many of the difficulties which had arisen in connection with freights, tonnage, and congestion at the ports would have been avoided. In their dealing with this matter the Government had got into a hopeless muddle, and they hoped to get out of the muddle by appointing an additional Committee. He was glad to see members of the Labour Party present, because he desired to ask them whether they were satisfied that, in this hour of the country's need, Labour was doing its best in the great shipyards of the country.

Mr. SHIRLEY BENN seconded the amendment.

MR. BALFOUR.

Mr. BALFOUR said that the President of the Board of Trade would explain the policy of the Government on this important question. The mover and seconder of the amendment appeared to criticise the action taken by the Transport Department of the Admiralty, and endeavoured to make that department more or less responsible for the shortage of tonnage from which the commerce of the country was to a certain extent suffering. He had no doubt this inflicted some hardship upon consumers in this country and upon consumers in neutral countries. In his opinion, it was an entire mistake to cast blame upon the Admiralty. The Transport Department, on whom the duty of requisitioning ships devolved, endeavoured to carry out their duty with the least possible hardship both to the shipowner and the consumer. He believed that duty was, in fact, carried out with great skill and the most careful consideration of all the interests involved. He had had constant occasion to watch the work of the Transport Department, and he believed they had earned the gratitude of the country.

EXPERT ASSISTANCE AND ADVICE.

It would have been impossible for them to have carried out their great undertaking had they not been aided by the very best

(CONTINUED ON PAGE 6, COLUMN 1.)

REPUBLICANS AND INTERNATIONAL LAW.

(REUTER'S TELEGRAM.)

NEW YORK, WEDNESDAY.

The New York Republican State Convention has adopted a platform, one plank of which declares that it is the duty of America to take steps with a view to the re-establishment of International Law, and to insist on its universal observance.

OUTRAGE AT TORONTO.

AMERICAN CLUB DESTROYED.

"DETERMINED TO AVENGE THE DEAD."

(REUTER'S TELEGRAM.)

TORONTO, WEDNESDAY.

Starting with an explosion in the top storey of the building, a fire to-day completely destroyed the American Club. Incendiarism is suspected, and the police are conducting an investigation.

Two lives were lost in the destruction of the American Club, one being the caretaker and the other Mr. P. I. Huston, of Dallas, Texas. Captain Manard, an American, was badly injured. Two fifth shells were found, and three explosions were heard by the firemen. Great indignation and excitement prevails at the news.

In an interview with Press representatives Mr. E. H. Littlefield, Vice-President of the Club, said:—"There is no doubt in our minds that the destruction of the American Club was a well-planned piece of vandalism. We want the news spread that we are determined to avenge the dead."

DOCK AND HARBOUR DUES

ON GOVERNMENT SHIPS.

DEPUTATION TO THE PREMIER.

SYMPATHETIC REPLY.

The Prime Minister received at the House of Commons yesterday afternoon a deputation of representatives of dock and harbour authorities in the United Kingdom, who attended with the object of representing to the Government that the full harbour tariff rates on ships and goods should be paid in respect of Government vessels and stores. Ireland was well represented on the deputation, which advanced the case on behalf of over 200 of the dock and harbour authorities of the United Kingdom. The Irish representatives were:—

Dublin—Mr. W. Crowe, Chairman of the Dublin Port and Docks Board; Sir John Griffith and Mr. John Hollwey, members; Mr. R. A. Andrews, solicitor; and Mr. William Field, M.P.

Belfast—Mr. D. J. Owen, Mr. G. Clark, and Mr. F. L. Heyn.

Belfast Harbour Commissioners—Mr. J. McConnell, Belfast Harbour Board.

Cork—Sir James Long, Chairman Cork Harbour Commissioners; Mr. W. B. Ronan, and Mr. Maurice Healy, M.P.

Limerick—Alderman Michael Joyce, M.P., Limerick Harbour Commissioners.

Mr. T. P. O'Connor, M.P., who introduced the deputation, said that the port authorities felt that they had no chance of relief except by appealing to the head of the Government.

LORD DEVONPORT.

Lord Devonport, Chairman of the Port of London Authority, said that there was no desire to test the validity of the Act of 1847, but he would test the equity of its application. The circumstances of the present time could not have been contemplated when the Act was passed. The Act had never been applied during any war until the present, and during the Boer War the Port of London Authority had had an expressed agreement with the Admiralty that they should receive the usual dues, subject to the provision that they should give priority to the Government ships. They were now dealing with the same class of ships as they dealt with before the war, but because these ships had been taken up by the Government the Authority had been deprived of all their revenue in respect of dock dues.

The Prime Minister—A state of war exists. Is your proposition that the Government ships should pay the same dues as ordinary ships?

Lord Devonport—That is my proposition. Lord Devonport suggested that, rather than that the Government should deprive the Authority of their revenue, it would be more advantageous to the Government, and more satisfactory to the Authority, if the Government would take over for the duration of the war the whole undertaking, and discharge the statutory obligations for which the Authority were liable. That was the alternative suggestion they had to make, and in regard to the railways and the railway owned docks the Government were working on that basis.

SIR JOHN GRIFFITH.

Sir John P. Griffith said he had been asked to speak on behalf of the Irish ports of Dublin and Cork, and he wished specially to point out that, no matter how liberal an interpretation might be placed on the offer of the Admiralty, as contained Mr. Graham Greene's letter of the 31st January, 1916, his words, "In no case will any payment be made in respect of vessels merely entering harbours or conserved waters as distinguished from wet docks," excluded the ports which he represented from any payments. The harbour of Dublin was an open harbour, and all the modern quays had been constructed so as to allow vessels to be afloat at all states of the tide without the intervention of dock gates. They asked that whatever concession might be made to ports which were classed as "wet docks" might be granted to the open harbours which had provided similar facilities. In Dublin the best accommodation available had been placed at the disposal of the Admiralty free of charge, and the Harbour Board and their officers had given every facility and assistance in their power. No effort had been spared to make everything work smoothly, and the responsible officers of the Admiralty and War Office engaged in Dublin had acknowledged in the warmest terms the manner in which they had been assisted in their arduous work, and the facilities given by the port. The works had been carried out by money borrowed from the public on the credit of the port revenue. The charges of shipping were the chief source of revenue, and goods rates in Dublin had been exceptionally low. The result was that Dublin must be considered a poor port. The money available had been, he believed, wisely spent, but the means available for improvement had been small. The result had been that such dislocation of traffic as was caused by the great strike of 1913, followed by the outbreak of war in 1914, seriously affected the financial position of the port. Deficient revenue led to a deficit of £12,000, which was met by a bank overdraft, the interest on which was disallowed by the Local Government Board, and surcharged on certain members of the Port Board. This had, however, been remitted; but even last year the loan was only continued on the personal guarantee of individual members. If the Crown had paid the ordinary tonnage rates for the mercantile vessels engaged in their service, Dublin would have received by the end of 1916 over £16,000 in tonnage rates alone. The Dublin Port Board had had to increase their coasting tonnage rate for the present year to within 2d of their statutory maximum, and also to double their rates on goods. By next November some £70,000 worth of Port Bonds would have fallen due, and the Board would have to provide for a largely increased annual interest if they were to get them renewed. The Port Board asked that they should not be placed in a worse position than other ports, and that shipowners and that they should be paid for Imperial services out of the Imperial purse, towards which, in any circumstances, they would have to contribute their rateable proportion.

THE CASE FOR BELFAST.

Mr. G. S. Clarke (Belfast) said that the Chairman of the Belfast Harbour Commissioners, Mr. Robert Thompson, was unable to be present, and had asked him to convey his apologies, and to inform the Prime Minister how heartily they agreed with the other Dock and Harbour authorities in the views which had been placed before him. As the Prime Minister was aware, just before the war the feeling of the people of Belfast was intensely antagonistic to the then Government, but when war was declared they made up their minds that it was their duty as loyal citizens to do their utmost to assist the Government in every way in their power. They were all of opinion that their harbours should be treated in exactly the same way as the ports like London and others, and if they got the Prime Minister's assurance that they would be so treated they would be fairly satisfied.

PORT OF CORK.

Mr. Maurice Healy, M.P., said that no port in the United Kingdom had been more prominent than Cork in the services it had rendered since the beginning of the war. For every one vessel which entered the port before the war twenty came in now. Mr. Asquith had referred to the fact that we were in a state of war. It was the war which had made the matter so urgent for Cork as for other ports. Instead of dues being brought to Cork they had largely decreased. Formerly they had the emigration traffic at Cork, but since the war the harbour had been closed to that traffic. Boats engaged in the traffic no longer visited the harbour, and Cork had lost some £7,000 a year. Their Continental trade had been absolutely cut off.

Mr. Asquith—That is the result of the war.

Mr. Healy agreed, and added that they asked the Prime Minister to give them some redress. It was said that it was the law of the land that the Crown should pay no dues. It was the law of the land that the Crown need pay no port rates. Why, then, should the Government say on the one hand "We are not bound to pay local rates, but we think it is equitable to pay because you are rendering the Government the services which you are rendering to the other ratepayers," and not pay the harbour authorities who are rendering the Government services similar to those rendered to the shipowner? The question was not should the taxpayer pay. The taxpayer must pay in any case, and Ireland had no wet dock, and, therefore, the offer which had been made by the Admiralty was one which excluded Ireland altogether.

PRIME MINISTER'S REPLY.

The Prime Minister, in the course of his reply, said the case put by the deputation was not a case of law at all. It was a case of what they called equity and policy. It was in that point of view he had he was most anxious to regard it, but they must, first of all, clear out of the way the suggestion that there was anything here in the nature of illegal or arbitrary action. There was nothing of the kind. Let them look at it from the point of view of policy. He put to one side the cases in which the Crown in the exercise of the powers conferred on it by the Defence of the Realm Act had taken possession of ports. Wherever that had happened the Acts of Parliament provided some way by which compensation could be, and was, paid. The real question was, whether, in regard to the docks and harbours represented by the deputation, not as a matter of right, but in fairness and as a matter of policy, and of the equitable distribution of the burden to the different sections of the community, the Crown should pay more than it had in fact offered to pay? He was not impressed by the case put forward in the first instance by Lord Devonport, and, indeed, generally the case of the docks. They had been offered 75 per cent. He did not profess to know the precise details of the business, but it did not seem to him to be an unfair contribution. He had been much more impressed by the case put forward by what were called "harbours. (Hear, hear.) There were, perhaps, some very substantial distinctions between the case of the docks and the harbours where they did not need the appliances of a dock for the purpose of letting in and letting out ships, the reason being, of course, that in the case of the docks a very much larger amount had necessarily been expended both in construction, maintenance, and working. On the other hand, it was fair to say that in a great many of the harbour authorities, the river cases, which had been put so forcibly, a good deal of money had been expended in dredging, buoying, and maintaining the the Channel. The case of the Clyde was a most remarkable one, because the Clyde was really an artificial creation. (A member of the deputation—"So is Belfast.") There were many such cases. He did not think that they could draw a hard and fast line between what were called docks on the one side and harbours on the other. (Hear, hear.) He was not pronouncing any final judgment as to what solatium or equitable compensation be paid—ought, in fact, to be made—or whether it ought, in all cases, to be the same; but he was very much impressed with the inexpediency of endeavouring to maintain hard and fast distinctions between the docks on one side and the harbours on the other. He would like to have an opportunity of consulting with the parties concerned—the Admiralty, the War Office, and particularly the Treasury—as to the best way of adjusting that problem. Mr. Healy raised the question of a distinction between Ireland and the rest of the United Kingdom. I began to feel a little anxious when that particular topic was introduced, said the Prime Minister, amid laughter. He only did it jocularly, in order to emphasise what he regarded as an absurdity—the distinction between harbours and docks. Mr. Healy pointed out with perfect truth that the Crown was not liable for the poor rate, but that for a good many years the State had made a contribution to the poor rate in regard to Government property. I think the Crown has always claimed that it should assess, and not leave it to the local body to assess the annual value of the property—a rather important reservation. (Laughter.) In this case also you must allow those who are primarily and mainly responsible for the interests of the taxpayer to consider on what basis they ought fairly to contribute to this burden. Then, I think, we must leave it for the moment. I shall endeavour to see whether we cannot arrive at some figure, some percentage which will be generally accepted as reasonable. (Cheers.)

Mr. T. P. O'Connor, M.P., expressed the deputation's hearty thanks to the Prime Minister for the time and trouble he had expended in receiving them.

ROLL OF HONOUR.

LAST NIGHT'S LISTS.

The following is a summary of last night's casualty lists:—Officers—Dead, 5; wounded, 18—total, 23.

	Dead.	W.	Total.
France (February 11)	3	18	21
Egypt (February 2)	—	—	—
	2	—	2
	5	18	23

OFFICERS—FRANCE.

FEBRUARY 11th.

KILLED.

BACKHOUSE, Capt. J. W., Oxford and Bucks L.I.
RENNIE, Sec. Lt. F. R., 9th Cameronians.

WOUNDED.

CAMERON, Sec. Lt. A. G., 17th Manchester Regt.
FARRE, Sec. Lt. C., Royal Flying Corps.
FORSTER, Capt. A. F., 7th K.R. Rifle Corps.
GARRARD, Sec. Lt. M. H., 2nd K.O.Y.L.I.
GILMOUR, Sec. Lt. R., 7th Seaforth Highlanders.
GODFREY, Sec. Lt. D. S., 3rd Dorset Regt.
HOLD, Lt. H. A., R.G.A.
LINES, Sec. Lt. G. E., Royal Engineers.
MYLAY, Capt. J., 22nd Northumberland Fus.
MORRIS, Sec. Lt. R. H., 12th Royal Welsh Fus.
PRITCHARD, Lt. A. C., 11th Northumberland Fus.
ROBINSON, Sec. Lt. W. D., 6th Cameron H.
SIMMS, Lt. H., 11th Hampshire Regt.
WILD, Sec. Lt. R. T. J. D., 8th Buffs.
WILLATS, Sec. Lt. A. H., 8th York and Lancaster Regt.
YARWOOD, Lt.

ENGLAND.

MOT (FROM PAGE 4.)

regards the second point, artil- to our largely increased ordnance ts, there has been grave difficulty ing an adequate supply of anti-aircraft but I may inform your lordships that e construction of anti-aircraft guns has now priority over other ordnance, and as fast as these guns are produced by the Munitions Department they will be distributed to the best advantage throughout the country. Guns, though they can make Zeppelins rise to a height whence observation is probably difficult, cannot with any certainty hit the Zeppelins, and thus avert the discharge of the destructive bombs which they carry. This can only be effected by the annihilation of the machine itself. Hence the third principle I have mentioned is an important adjunct of our operations. The attack by aeroplanes at night is attended by great difficulties, many of which will occur to your lordships. These, we believe, with more extended practice, will in a great measure be overcome. One of the most important points affecting the defence of this country, as well as imperative in the field, is the provision of aeronautical material. Large orders have been given, and large supplies have been delivered, and are becoming available in increasing quantities, but as flying machines (like artillery) are an adjunct of both the Navy and the Army, it has been found advisable to co-ordinate the supply of engines and machines by the establishment of a sub-committee of the Committee to deal with the relative requirements of the two services. Your lordships will, I am sure, agree that arrangements for anti-aircraft defence are as important as any other for the service of the country, and as in all military undertakings against a vigilant enemy secrecy is an important factor in our calculation of success.

VISCOUNT FRENCH.

The War Office in the last few days have taken over the responsibility for home defence, and, as your lordships know, it will be placed in the hands of Field-Marshal Lord French, who will, I am glad to say, have the help of Sir Percy Scott as his expert adviser. The noble lord mentioned that the naval men who have charge of the guns in London are being removed. I am afraid the noble lord is a little mistaken. The new Garrison Artillery who have taken over the guns for the defence of London have new guns, newly mounted, and they do not take the place of the naval guns. They are all selected men who have shot at enemy aeroplanes at the front. (Cheers.) I am glad of this opportunity of being able to assure your lordships and the country that the War Office will leave no stone unturned in its efforts to improve to the utmost extent our home defence against Zeppelin raids, and we shall continue to take such energetic steps in the development of our service in the air as shall enable us to inflict the heaviest penalties on the aggressor. (Cheers.)

In answer to Lord Peel, I am informed that no order has ever been sent to pilots of the Royal Flying Corps to make an ascent at night to attack a Zeppelin. What is given to every station is that when there is time to ascend if a Zeppelin is to be intercepted, the decision whether to fly or not is left to a superior officer on the spot, and, if he decides that the weather is suitable, the senior officer is the first to ascend.

The House adjourned at 6.5.

PARLIAMENT.

(CONTINUED FROM PAGE 5.)

advice that could be procured from competent, and, indeed, distinguished, shipowners, and there were no fewer than eighteen shipowners of the very highest standing who were giving their best aid and advice to the Government generally, and some of whom were especially attached to the Admiralty Transport Department. Why was that Department subjected to criticism? It was for two reasons. Undoubtedly, there were some shipowners, who, seeing the present market rate of freights, would rather see their ships earning that rate than earning the prearranged rates known as the Blue Book rates. But, broadly speaking, he did not think the shipowners had any right to complain.

FREIGHTS DANGEROUSLY HIGH.

Freights were not only high, but preposterously and dangerously high, and he believed the shipowners for the most part would like to see them brought down to a more reasonable level. The remedy which the hon. member proposed was that all ships should be requisitioned at the Blue Book rates. He did not think Mr. Peto ought to have suggested that we were making money out of the Allies at this moment. (Hear, hear.) It was a very unpatriotic thing to say. It was quite unfounded, and it was one of those statements which members ought to be particularly careful of making. (Cheers.)

NEUTRAL SHIPPING.

Why did his hon. friend propose to deal with neutral shipping? He said that the whole of the British shipping should be taken and employed at Blue Book rates, while the shipping of the Allies was apparently going to be permitted to go on earning the market rates. Was the preposterous and impossible proposal he made hardly imagine. (Hear, hear.) He was very sorry the hon. member should have put the proposal in a form which could suggest to the rash reader that this country was engaged in some selfish operation, instead of using everything it could at great sacrifices to do everything it could at the Allies and neutrals. (Cheers.) A country which, in order to diminish the price of tonnage, was prepared to deprive consumers of imported commodities, was not a country which should be accused of being selfish in the matter. (Cheers.)

THE ALLEGED WASTE OF TONNAGE.

The second criticism was the alleged waste of tonnage by the Transport Department. That was not a thing for which the Transport Department could be blamed. It had no control of the tonnage requisitioned. The Government were fully alive to the grave difficulties incident to the shortage of tonnage. The alleged waste of tonnage by the Transport Department. But that was not a thing for which the Transport Department could be blamed. It had no control of the tonnage requisitioned. The Government were fully alive to the grave difficulties incident to the shortage of tonnage. The

been able to requisition for naval and military purposes.

THE GREATEST ECONOMIC PROBLEM OF THE DAY.

What was called the shipping problem had become the greatest economic problem of the day. (Cheers.) There was not one shipping problem, but a hundred shipping problems. Whereas in peace conditions, one of 100 vessels serving this country a certain proportion of them were foreign, now we were attempting to do the same trade, not with 100 ships, but with about 67, and out of these 67, 21 to 24 were neutral vessels. The Allied countries were depending to an enormous extent on the services of neutral shipping, and if we drove away out of these 67 ships the 21 to 24 neutral ships we should starve. It would be a question of not having food to live on, or minerals with which to make munitions, or timber with which to prop up the roofs of our mines, and if we embarked on a system of maximum rates they must either be as high as to be up to the world level or so low as actually to drive these neutral vessels to other parts of the world. The one danger which we ran nowadays was in not having enough shipping for our purposes, and the task thrown upon us was not only the task of the keeping of this country, but of keeping Italy, France, and Russia supplied. We had been doing our best to strike a balance sheet of the demands on British shipping and the supply, and he only wished the balance sheet showed a brighter result. When we found that of the total import trade of the United Kingdom which was definitely required and which could not be supplied by nor depended on, there was something like 12,500,000 gross tons, and that the additional amount of tonnage required by the Allies brought that total up to an abnormally high figure, we were bound to consider two or three aspects of making the demand meet the supply.

KEEPING UP THE SUPPLY.

The main one was keeping up to the maximum the supply of shipping already under our control, and from the first day of the war the Government had checked the transfer of British vessels to other flags. Mr. Peto had said that we were now in a state of shipping chaos, but how would he describe the state of the British mercantile marine before the war, when there was no control at all? Control was now so wide and so adequate that no vessel could trade anywhere without permission of one kind or another. The last gap in that control was filled by the Licensing Commission, which now licensing not only vessels which ran between purely neutral ports, but those which ran between this country and the allied countries. That, he submitted, gave us an amount of control never equalled by any Government over their mercantile marine in the history of the world. (Hear, hear.)

CONTROLLED SHIPS.

A suggestion had been made that all vessels should be regarded as controlled by the Admiralty. The Government had applied to ships the same rule as was applied to industrial establishments. All ships which were used for Government purposes were under the control of the Government. The same rule applied to the controlled establishments. The Government only controlled establishments which were working for the Government. They did not bother about establishments working for private individuals.

Mr. BOOTH—You do?

Mr. RUNCIMAN said he would be glad if his hon. friend would give him the name of a single establishment which was controlled, and which was not doing Government work.

Mr. BOOTH said that many establishments were controlled which did not supply anything to the Government.

Mr. RUNCIMAN—I should like to know the name of a single firm. My hon. friend is always well informed, and he would not say anything he did not believe to be accurate.

Mr. BOOTH—I know I am right.

Mr. RUNCIMAN, proceeding, said that as every establishment engaged on Government work was controlled by the Minister of Munitions, it did not matter whether the profit was ten per cent. or twenty per cent. more than they were last year. They were absolutely under the control of the Government, whether they were working for us or for the Allied Governments.

THE GOVERNMENT'S PROFIT ON SUGAR.

The Government had requisitioned vessels for the carriage of sugar because the whole of the sugar imported into this country was under the control of the Royal Commission, and the House would be glad to know that the Government had succeeded in making a profit out of the transaction. (Cheers.) That profit had been made because they had been able to carry sugar at Blue Book rates. If it had been carried at open market rates it would have been impossible to supply consumers of sugar in this country at anything like the present rate.

THE FREIGHTS TO ITALY.

The mover of the amendment gave the impression to the House that the high rate of freight charged to Italian shippers was something in the nature of a tribute exacted by our own shipowners from an ally. He found that in the six months from August, 1915, to January, 1916, 54 British vessels carried coal from Cardiff to Italy, against 209 foreign vessels. It was absurd to imagine that those 54 British vessels made the rates. He had made inquiries, and he found that the 209 foreign vessels actually got higher rates per ton than the British vessels.

Mr. HOUSTON—How many were Italian?

Mr. RUNCIMAN said he had not the figures for the six months, but in three months there were 18 British vessels carrying coal from Cardiff to Italy, against 39 Italian, 35 Greek, and 33 of other nationalities—(cheers)—and the foreign vessels in every case got a higher rate of freight than the British vessels. He would take the case of the Tyne. Here he found the number of vessels which carried coal to Italy was not so great, but in the same period of six months about half were foreign and half were British, and in every case the foreign vessel got a higher rate of freight than the British. He thought these were facts which should be brought to the notice of the Italian Government. England had done much to assist her Allies, and was prepared to do more. (Cheers.) In regard to all the coal carried to Mediterranean ports, there was not a single case in which the foreign vessel had not obtained a higher rate of freight than the British. The same thing was observed in general cargoes. The reason for this was well known to those in the trade. We were dependent upon neutrals for our supplies, and when they performed services for us they certainly got more for those services than did our own shipowners.

EFFECT OF REQUISITION.

The rates were accentuated by the sudden demands which were often made by the Government, and as soon as it was known that the Government was requisitioning ships freights immediately went up. That was the natural effect of the sudden requisitioning of ships. That was one of the difficulties of the problem with which the Government had to deal.

THE ADMIRALTY'S POSITION.

The Admiralty were called to supply whatever tonnage was required by the military authorities. The military need was always paramount. The Admiralty had endeavoured to persuade the military authorities to give as much notice as possible of their probable requirements. The longer notice they had the easier it was to get the necessary tonnage. There was no doubt that something must be done to ease the congestion at the ports. (Cheers.) Vessels which ought to unload in a week, or a month at the most, were sometimes occupied as much as five or six weeks, or even longer. That meant that three vessels were required to do the work of two

SHORTAGE OF LABOUR.

Some of the difficulties were due to shortage of labour. Already we had lost more than 40,000 dockers. Some were engaged in munition work, some had gone to the Army, and some were working in Continental ports, where they had added greatly to the efficiency of our supplies more rapidly. These demands upon labour could not go on for ever without producing a blockage of the docks. Some of these labourers, he was glad to say, had now come back, especially to the London Docks. There was also a shortage of men on the railways. In one case thirty per cent. of the horses could not be taken out of the stables because there were no men to handle them. The men engaged on the work were really engaged in a national service, a fact which should be fully recognised by those who were responsible for the organisation of our commerce. (Cheers.)

THE MILITARY AUTHORITIES AND CONGESTION.

The military authorities themselves had done much to clear away the causes of congestion. They were all working in the same direction, and there was no difference of opinion as to the necessity of clearing up our railway depôts and ports. In regard to merchant shipping, building was backward, because merchant yards all over the Kingdom had had to be used for naval purposes. But, by arrangement with the Admiralty, something like forty-five vessels which had been nearing completion had been hurried away, whilst another 140 had been declared to be war work. The conclusion was come to that the increase of the mercantile marine was just as necessary as the increase of munitions of war or of warships. (Cheers.)

RESTRICTING IMPORTS.

In another direction, the Government had done something to make ends meet by restricting imports. There was no step he had to take since the outbreak of war that had caused him greater regret. It created serious dislocation in important industries, and struck deeply at individual traders, who deserved well of their country. But the first necessity was that we should have tonnage enough for the first necessities of life. (Cheers.) In discussing this matter, it was necessary to take a long, and not a short, view. Everyone ought to realise how much we owed to a large mercantile marine, without which we could not have fed ourselves, supported our armies in the field, or given assistance to our Allies.

ALLIES CLAMOURING FOR TONNAGE

Even now our Allies were clamouring for more tonnage. Nearly half of the merchant service of the world was flying the British flag, and, so far as he knew, not a single seaman had refused to sign on because of any question of the perils of the sea. (Hear, hear.) He thought they might well say that one of the most disastrous calamities which could befall this country would be to have taken in time of war any steps which would limit the reproductive power of the Navy, and which would cripple us in adding to the merchant service, so as to enable us to compete with foreign countries and build up once more our auxiliary fleet on which mainly our Empire depended.

The amendment was negatived without a division.

[LEFT SITTING.]

QUESTIONS.

DISABLED SOLDIERS.

Mr. LONG, replying to a question by Mr. McMaster, said that the whole subject of the scheme for aiding our wounded and disabled soldiers and sailors during and after the war was receiving the attention of the various departments concerned in it.

BRITISH SUBJECTS IN THE CLAN MACTAVISH.

Sir EDWARD GREY informed Sir W. Beale that he very much regretted that he had not yet received any information concerning the British subjects on the Clan MacTavish.

WOMAN SPY'S DEATH SENTENCE COMMUTED.

Mr. H. SAMUEL, replying to Mr. Snowden, said that a woman spy had been tried at the Central Criminal Court before three judges and a jury, and found guilty and sentenced to death. An appeal to the Court of Criminal Appeal was dismissed. After consultation with the judges, the sentence was commuted to one of penal servitude for life. Her activities were discovered within six days of her arrival in this country, and from that time they arrest her communications were effectively intercepted until her identity was established, and she was arrested. She was not a British subject.

THE FOKKER AEROPLANE.

Mr. TENNANT, replying to Major Sir C. Hunter, said that Mr. Fokker offered to the War Office in 1913 a new type of aeroplane, but as the machine was inefficient and dangerous it was not accepted. Mr. Fokker afterwards produced a modification of the French Morane-Saulnier machine, but this was not offered to the British Government. A few of these were made by the German Government, and one was recently exhibited on the Horse Guards' Parade. Mr. Fokker later produced another modification of the machine with greater horse-power. It was not offered to the British Government. The Germans were using this last type.

GERMAN CASUALTY STATISTICS.

Mr. TENNANT, replying to Mr. Cecil Harmsworth, said that the military advisers did not consider it in the public interest to make any statement of their views as to the reliability or otherwise of German casualty statistics.

GERMAN RAIDERS.

Dr. MACNAMARA, replying to Mr. Rendall, who asked whether he could give any information with regard to the German ship Moewe, said that the Admiralty were taking all precautions in their power to deal with German raiders.

IMPORTED BREWING MATERIALS.

Mr. RUNCIMAN, replying to Major Newman, said that the question as to the restriction of the importation of articles used in the brewing and distilling industries was still under consideration.

DEFENCE OF THE REALM AND HABEAS CORPUS.

Mr. ASQUITH, replying to a question by Mr. Trevelyan, suggested that the defence of the Realm Act suspended the Habeas Corpus Act, owing to the way in which the Courts of Law had interpreted the regulations, said that the regulations in question applied only to British subjects of hostile origin and association. Power was given to the Secretary of State to place such persons under certain restrictions and obligations when he was advised by competent authority that this was expedient for securing public safety and the defence of the realm. Before the regulation was made it was pointed out to the House by the late Home Secretary that it would be necessary for the Secretary that it have some such power, and the matter was discussed in the Home Office vote after the regulation was made, on June 17th. It was considered by the Advisory Committees to provide adequate safeguards against possible cases of hardship. The decision of the Court referred to was under appeal.

SALARIES OF MEMBERS.

Mr. ASQUITH, replying to Mr. Hogge, stated that the Government had come to the conclusion to recommend that no members should receive in the coming financial year a salary both as member of Parliament and as a member of His Majesty's forces. It was the intention of the Government to invite the opinion of the House on that proposal on an early date, by moving a resolution, and it was not intended to issue any notice to members until that resolution had been disposed of.

NEXT WEEK'S BUSINESS.

Mr. ASQUITH announced the following business for next week—Monday, vote of credit moved; Tuesday, motion in regard to business and Report stage, vote of credit; Wednesday, second reading of Consolidated Fund Bill; Thursday, Committee stage Consolidated Fund Bill.

HIGH PRICES FOR SHORTHORNS.

At Aberdeen yesterday the principal sales of pure-bred Shorthorns were concluded by Messrs. MacDonald, Fraser, and Co., when 295 animals averaged nearly £40, an increase of £18 on last year's figures. As was the case at Perth, exporters were again strongly represented. For animals suitable for the Argentine there was a remarkably spirited demand. The Championship of the Show was won by the beautifully-moulded Broadoaks, an April calf, belonging to Mr. Cumbie, Woodend, Aberdeenshire. His Grace, Brave Marquis, is uterine brother to Woodend Stamp, that was male champion at the Royal Show at Bristol. In the suckling the champion went out at 610 guineas to Mr. George Campbell, Aberdeen, the reserve champion, belonging to Mr. Morrison, Phingask, made 450 guineas to Mr. Shepherd, London. A red Butterfly from Mr. Durno, Boghead, Brisbane, sold at 520 guineas to Mr. Shepherd, London, who, with Mr. James Sidey and Mr. Marshal, Stranraer, secured several gems for exportation. About twenty other bulls were sold at figures ranging from 150 to 300 guineas.

OBITUARY.

REV. R. J. SLADEN, C.C., KINGSTOWN.

The death has occurred of Rev. Richard J. Sladen, C.C., Kingstown. Father Sladen had been in failing health for some time. After a lingering illness, he died yesterday at Kingstown at the age of 55.

CHURCH AND REPRISALS.

BISHOP OF BANGOR'S BROAD VIEWS.

The Upper House of Convocation of Canterbury yesterday passed a resolution against air reprisals which had as a deliberate object the killing or wounding of non-combatants.

The Archbishop of Canterbury, in moving the resolution, said, while the Bishops did not wish to teach the War Office their business, and desired to encourage all possible energy in the prosecution of the war, there was danger of drifting into ways which would unhesitatingly be condemned as dishonourable. A few years ago there was danger, when proposals were made in the English Press to put to death innocent persons in retaliation for gross and outrageous wrongs, that the moral currency might be debased. The currency had been a full standard of high utility. Moreover, such proposals were futile, as our opponents could always outbid even the worst we could do. We desired when, at the end of this fearful conflict, we entered upon the discussion of the settlement to come into such deliberations with clean hands. (Hear, hear.)

The Bishop of Ely seconded, remarking that the policy of such reprisals was clearly contrary to the principles of Christian morality.

The Bishop of Bangor moved the previous question. There were, he declared, practically no non-combatants in this war. Everyone was doing his best to strengthen his side against the foe. Our women, by making munitions, were combatants. The strengthening of the blockade against Germany not making war on women and children? He proceeded—The bombarding of the rich business part of Frankfort by hundreds of aeroplanes would produce such an effect in Germany that the sending of Zeppelins to this country would be denounced as a blunder and crime. If any boy of his were asked to participate in a punitive expedition on a German town, and consulted him, he would certainly advise him to go and do his duty.

There was no seconder to the speaker's motion.

PROVINCIAL NEWS.

Mr. Garrett Dillion died on Sunday at Banagher at the age of 103.

At the Ardee market yesterday pork fetched the high price of 83s. 6d. per cwt., and buyers were very eager to obtain big supplies.

The death has taken place of Mr. Terence Carolan, Barleyhill, Co. Meath, at the age of 105 years. Mr. Carolan, who belonged to the farming class, enjoyed good health up to the last.

Owing to failing health, Mr. J. P. Ryan has retired on pension from the position of Petty Sessions Clerk for the Enniscorthy and five districts, which he has held for the past eleven years.

Much regret is felt in the County Kilkenny at the death, which occurred yesterday, of Mr. John J. Deegan, D.C., Urlingford. He was the manager of the Urlingford Co-operative Creamery, Ltd.

The Roscommon resolution calling for the repeal of the National Health Insurance Act was submitted at the meeting of the Clare Asylums District Council on Wednesday, and was marked "read."

Mrs. Brown, of Belturbet, 80 years of age, while alone in her house became weak and fell in the fire. A neighbour afterwards found her with her clothing in flames, and she died later.

Early on Monday a fire occurred in the stables at Messrs. Merland's Annsborough Stores, near Castlewellan. The building was burned, and two valuable draught horses were burned.

The contracts at the Dungarvan Union yesterday for the ensuing six months show an increase on last year's prices. Bread is 5d. per 4lb.; beef and mutton, 8½d. and 10d. per lb. respectively. There was no tender for eggs.

Mr. Nicholas D. Prendergast, U.D.C., Fermoy, has been given a commission in the Leinster Regiment. Mr. Prendergast has been a member of the Urban Council for over four years, and is a major in the National Volunteers.

Mr. Marks, cashier in the Provincial Bank, Swinford, has joined the Colours, and was, on his departure from the town, presented with a testimonial by the townspeople. Mr. Wm. Curr, manager of the same bank, has retired on pension, and is succeeded by Mr. Stephenson, of Ballina.

Mr. James Lane, who is already a magistrate for the County Limerick, has been appointed a Justice of the Peace for County Kerry. Mr. Lane is a brother of Surgeon Colonel Lane, who is serving with the Indian Forces, and father of Surgeon T. Lane, who is serving with the Navy.

The demand on Ireland's resources to maintain the full strength of the Irish regiments on active service is, roughly, 1,100 men per week, which is calculated to work out at a man from every parish in Ireland per week. In the recruiting campaign now on foot every effort will be made in Mayo to yield that contribution.

On Wednesday night Mr. R. Worthington, of Dublin, in the employment of Messrs. Guinness, died as the result of a stroke of paralysis in the Central Hotel, Navan. He arrived by the four o'clock train, and transacted his business in the town, and went to his hotel. While seated on a chair waiting for his tea he became ill. Dr. Warren, Navan, was summoned, but Mr. Worthington died a few hours later.

BOGUS LINEN COLLAR FRONTS.

At Glasgow Sheriff Court yesterday Messrs. Brizell and Duff, general drapers, Glasgow, were charged with having sold two collar fronts to which they had falsely attached the description "Linen." They pleaded not guilty. Mr. R. A. Whyte, inspector for the Department of Technical Instruction for Ireland, said he purchased a "Linen fronts, fourpence each; usually sold at sixpence; bargain lot." Two experts said the collars were found on examination to be cotton.

Dr. David Ellis, for the defence, said the collars were in three layers. Linen was a fibrous structure, and cotton was a thread structure. In the two lower layers the thread structure predominated, and the face layer was largely fibrous or linen.

Sheriff Thomson said it was clear the fronts were not linen. To allow such an offence because the respondents said they committed it innocently would be to put a premium on ignorance. He imposed a fine of £10.

GALWAY COUNTY COUNCIL AND DR. J. P. PYE.

The Galway County Council, at its quarterly meeting on Wednesday, passed unanimously a resolution which stated that the Council had been informed "by one hundred and forty-six student graduates and undergraduates that an attempt is being made to oust Dr. J. P. Pye from his position as Registrar of University College, Galway." The resolution protests against this alleged attempt, and concludes—"That the Governing Body be informed that, if Dr. Pye is removed from the office of Registrar, the Council will cease to send a representative to the Governing Body, and will discontinue the grant made from the County Galway rates for College purposes."

The Council also adopted the following resolution—"That we, the Galway County Council, believing that the students of University College, Galway, should be represented on the Governing Body of their College, hereby request the Governing Body to co-opt the student selected for the purpose."

COMING EVENTS.

Engineering and Scientific Association of Ireland.—An ordinary meeting of the Engineering and Scientific Association of Ireland will be held at the Royal College of Science, Upper Merrion street, next Monday, at 7.45 p.m., when Mr. J. Kane, M.I.E.E., will read a paper entitled "Some Aspects of the Great War." The chair will be taken by the President, Dr. P. C. Cowan, M.I.C.E., at 8 o'clock.

University Choral Society.—The annual general meeting of the University of Dublin Choral Society will be held in the Society's rooms this afternoon, at 5.30. All members are requested to attend.

"T.C.D."

TO THE EDITOR OF THE IRISH TIMES.

SIR,—In your article on "T.C.D." in today's issue you rightly congratulate the present editor on "the splendid hour" of the history of the College in which he holds office. The circumstances are even more interesting than you suggest, and furnish further ground for congratulating him. He was editor first in 1913. In 1914, like so many of his fellow-students, he found his duty elsewhere. In June, 1915, he was wounded at Gallipoli. He is not yet sufficiently recovered to resume duty, and, in the meantime, he again edits "T.C.D." Some ex-editors, as you point out, have distinguished themselves in after-life; Mr. Bartley has gained distinction in an intimate of his editorship.—Yours, etc.,

"JAM SENTOR."

Dublin, February 17th, 1916.

[The ex-editors will envy Mr. Bartley more heartily than ever, and will take off their hats to him.—ED. *I.T.*]

"FRIENDS" AND THE WAR.

TO THE EDITOR OF THE IRISH TIMES.

SIR,—Your readers will be grateful to your correspondent, Mr. Edward Stanley Robertson, for his letter on the two Barclays, who have apparently been confused. But—to raise another side issue—can Mr. Robertson be serious in stating that he is "lineally descended" from Robert Barclay, when, as his letter shows, his descent is traced through Robert Barclay's daughter? I have always understood that "lineal descent" meant descent through an unbroken line of males. If it does not mean that, but includes descent through females, is not the expression absolute tautology? I am sure that your correspondent will excuse this intrusion.—Yours, etc.,

"INTERESTED."

February 17th, 1916.

FOREIGN FREIGHTS.

TO THE EDITOR OF THE IRISH TIMES.

SIR,—We note that at a meeting of the Glasgow Chamber of Commerce, held last Monday, attention was drawn to the excessive freights on foreign consignments. We recently shipped three tons of seeds to Switzerland, and the total charges, including insurance, war risk, and freight from Waterford to Zurich, amounted to £30 3s. 10d. This may interest some of your readers.—Yours, etc.,

WILLIAM POWER AND CO.

Seed Establishment, Waterford.

February 16th, 1916.

ECONOMY IN SUGAR.

TO THE EDITOR OF THE IRISH TIMES.

SIR,—I wish to put before parents a successful plan by which the daily use of that dear comestible sugar may be curtailed. I offered out sugar for use in coffee, milk, and cocoa, for one week. The prizes were duly won by all in the first week. I continued the prize scheme—this time for a fortnight. Again the prizes were won. By losing the taste for sugar after abstention the children cannot use sugar in tea, etc. They call it "sickening stuff" I do not prevent a little sugar from being used in rice, stewed fruit, etc. Surely this will be of benefit to parents and guardians.—Yours, etc.,

SYLVESTER J. RORDAN.

Dublin, February 17th, 1916.

MOTOR CARS AND TAXATION.

TO THE EDITOR OF THE IRISH TIMES.

SIR,—I read in yesterday's paper that the Chancellor of the Exchequer is going to put an extra tax on "such articles of luxury as motor cars are not by any means entirely an article of luxury. In the course of the past year my car has run over a thousand miles, carrying out recruiting work, taking out wounded soldiers for drives, and conveying members of the bands about to meetings, etc. Of course, all this is done with one's own petrol and tyres, and I am sure many cars round here have a better record than mine. I do not grudge this service in any way, and I am only too glad to be of use; but I think that in these times it is hardly fair to call a motor car "an article of luxury."—Yours, etc.,

"AN OLD SOLDIER."

February 17th, 1916.

TAXES ON LAND.

TO THE EDITOR OF THE IRISH TIMES.

SIR,—In your issue of yesterday "Fair Play" gives us a few particulars of the profits to be made by farmers, which must be interesting to the man in the street. I wonder if "Fair Play" whether he would have time to spare to run down to Tipperary and show us farmers how to make £400 *per annum* income out of a farm of £150 valuation? It seems to me that "Fair Play" is wasting his time in an office for £160, when the farmers of Ireland would be only too glad to pay him ten times that amount if he would show them how the trick is done.

I have been farming for twenty-six years, and have met a great many men who can do farming on a sheet of foolscap, but "Fair Play," to me an Americanism, "licks creation."—Yours, etc.,

"FLAT FAIR."

Co. Tipperary, February 16th, 1916.

TO THE EDITOR OF THE IRISH TIMES.

SIR,—I am glad to see the case of the farmers taken up by Mr. De Burgh, of Limerick, who has so ably demonstrated to the ignorant townsmen that the farmers of Ireland have been, since 1870, obliged to sell their produce consistently under the cost of production even to the present day. The townsman has no sense of gratitude to the farmer who has been striving himself for the last thirty years by selling under cost price. The townsman cannot understand such generosity, or how, indeed, such a thing is possible. Perhaps, Mr. De Burgh might explain a little in detail how it is done—how, after so long a period of selling for less than the cost of production, and that in spite of low fixed purchase annuities, we see accounts in the papers of "high prices for land in Co. Limerick." He might also tell the town-dwelling ignorantes how the rapidly growing millions on deposit in our Irish banks are the direct results of selling stuff under cost of production.

Will Mr. De Burgh go into a little further detail and explain how the Irish farmer, after selling the produce of his own little farm of, say, 140 acres, under cost of production, goes forth in unbounded philanthropy to bid at auction for eleven months' grazing against other philanthropists, and pays £4 an acre or more for this extra grass to enable him to continue the production?—Yours, etc.,

"RES IN URBE."

Blackrock, February 17th, 1916.

FOOD ADULTERATION IN DUBLIN.

TO THE EDITOR OF THE IRISH TIMES.

SIR,—I am constantly receiving letters (generally from anonymous persons) complaining that the food inspectors are not doing their duty. Some years ago I sent an inquiry to all the large towns in England, the answers to which showed that no town in England had so many analyses of food made, or so many prosecutions, as in Dublin. This morning I received the report of the Medical Officer of Health for Sheffield for 1914, and would ask you to spare space in your journal for the following comparison between Sheffield and Dublin:—

COMPARISON BETWEEN DUBLIN AND SHEFFIELD, 1914.

	Dublin.	Sheffield.
Population	310,467	476,971
Number of analyses of food and drugs	4,075	1,037
Adulterated	176	59
Prosecutions	146	35
Penalties imposed	£306 7 6	£39 17 6
Butter analyses	246	50
Butter adulterated	10	1
Yours, etc.,		

CHARLES A. CAMERON, Public Analyst.

City Laboratory, Chatham row, Dublin.

February 17th, 1916.

THE CHIFF-CHAFF.

TO THE EDITOR OF THE IRISH TIMES.

SIR,—The chiff-chaff was heard on the 14th February by Mrs. Hoffe, at Arklow, and on the 16th by Miss Macartney-Filgate, at Lowtherstown, Balbriggan. No doubt, these birds have wintered in Ireland. My earliest date of arrival is March 12th, but they were here long before.—Yours, etc.,

CHARLES W. BENSON.

Balbriggan, February 17th, 1916.

THEATRE ROYAL HIPPODROME.—Lieutenant Grout, R.N., will appear on the stage at both performances this evening, and, in a short address, deliver a message from the Navy.

Fashionable Intelligence.

The Duke of Bedford has arrived in London from Woburn Abbey.

The Earl of Mayo has arrived in London from Palmerstown, Co. Kildare.

The Earl and Countess of Pembroke have arrived in London.

Field-Marshal Viscount French has accepted the post of Chairman of the Council of the Royal Army Temperance Association, in the room of the late Earl Roberts.

Lord Lilford has left London for Invergarry.

Lady Woodhouse has left Kingstown for England.

Lady Margaret Forbes has left Kingstown for England.

Lady Carnegie has gone to Inverness.

Sir Basil Brooke has arrived at Kingstown from England.

Brigadier-General Campbell has left Kingstown for England.

The minutes of proceedings in the House of Lords show that the new Lord Wharton's precedence is next below Lord Braye, whose barony is dated 1529.

The marriage arranged between John M. Fitzgerald, B.L., eldest son of the late William Fitzgerald, Clerk of the Crown and Peace for West Riding, Cork, and Miriam, eldest daughter of James M. Murphy, LL.B., Cork, Mr. Murphy, Belmont, Tralee, will take place the Easter week in April.

A marriage has been arranged, and will shortly take place, between Anthony J. Morris, J.P., second son of the late J. T. Morris, J.P., of Ballinahoy, Co. Galway, and Mary, only child of William Gorham, J.P., and Mrs. Gorham, Clifden, Co. Galway.

The engagement is announced between H. W. Dodd, eldest son of the late Doctor Dodd, J.P., Killorglin, and Evelyn Howard, daughter of J. C. Mills, late C.I., R.I.C., and Mrs. Mills, Ardenza terrace, Monkstown.

At Switzer's—First Show of Spring Materials this day.

Rich Quality Black Chiffon Taffeta Silk Costume Skirts, well-made, 3-tier design, 15s. 11d. All sizes in stock.—W. Holmes, Dublin, Ltd., 69, 70, 71 George's street.

Tailored Suits and Early Spring Blouses at Holmes', George's street.

The Dartry treatment of spots, dust, and dirt on Suits, Costumes, and household furnishings is not only highly beneficial to the fabrics, but to the health of all concerned.—Dartry Dye Works, Dartry road, Dublin.

Inexpensive Model Hats for Young Ladies. See to-day smart collection, just unpacked.—Robert and Co., Ltd., 82 and 83 Grafton street.

Arrivals at Kingstown, per Royal Mail steamers, 17th February.—Lieutenant-Colonel G. Moore, Madame Bond Dubois, Major and Mrs. Clery, Doctor Michael Davitt, Major and Mrs. Hoare, Doctor Michael Johnston, G. A. Watt, Esq., D. C. Connor, Meredith W. E. Bonham, Richard Bourke, Doctor Michael Ingram, Doctor Gerald Horan, Miss Mary Considine, R. M. Carey, Esq., Miss Mary Considine, Miss Mary Ryan, Miss Mary Ryan, Miss Mary Ryan, Jacob Porter, Miss C. Perrin, Miss Mary Ryan, Miss Mary Ryan, Miss Mary Ryan, Miss Mary Ryan, Miss Mary Ryan, 16th February.—Per Royal Mail steamers, Colonel Sir Thomas Cuffe, Major Gerald Fitzgerald, Captain Cuthbertson, Major and Mrs. Fowler, Major and Mrs. Woodhouse, Major and Mrs. Lloyd, Major and Mrs. Hugo-Fraser, Captain O'Reilly, Major and Mrs. Wright, Captain Armstrong, Major and Mrs. Wright, Captain O'Reilly, R.F.A., Lieutenant Commander R. L. Pridham, Major Mason, Major Hon. H. Lopes, Major Hon. H. Lopes, Major Hon. H. Lopes

Beauty

and charm seems to have been enjoyed by those who has so happily been described as "Lady Blessington."

she was deemed the most beautiful woman of the Court of George IV. The her native atmosphere might have part with her clear skin and exquisite was rarely in Ireland after her when she was 43 years of age; her complexion and unimpaired that she only looked could not well have been the case if she the soils soaps then recently introduced.

characteristic of Irish people is their own country, and there the firm of ties to make soap in the old-fashioned ish in the same way as they did in a day.

n Soap is the purest, mildest soap the own. For over a hundred years it has most delicate of complexions and sensitive and supple. Its exquisite quality that it does not contain animal fat or, but is composed of pure sweet skin-giving vegetable oils and plant ash.

McClinton's
olleen Soap
per Tablet. 3 Tablets 1/6

's well-known toilet preparations are—
Cream, 1/6; McClinton's Vanishing Cream, Powder, in tins, 1/6; McClinton's McClinton's Hibernia Shaving McClinton's Shaving Cream, in tins, 1/6; and Shaving Powder, in tins, 1/6, 2/6, & 4/6; Shaving Stick or dry, 1/6, 2/6 & 4/6.

Offer With your first order for any of the above preparations to Clarke, we will send free a useful range of an attractive bath basket, carriage free. (Dept. P 15), Donaghmore, Ireland.

FINANCIAL NEWS

DUBLIN STOCK EXCHANGE.

MARKETS QUIETER WITH PRICE MOVEMENTS IRREGULAR AND LIMITED.

DUBLIN, THURSDAY EVENING.

The Dublin Stock and Share Markets were much quieter to-day with unimportant irregular price movements. There was really no feature, and many of the quotations were for small or exceptional lots. In the Funds, Consols repeated 58¾. War Loan 3½ p.c. Stock realised 98 x.d., and War Loan 4½ p.c. Stock was steady at 97. Banks were idle but firm. Nationals repeated 15¾, while Dublin Distillers 4½ p.c. Debs. closed rather harder, but still nominal at 65½ to 68. Guinness Ord. were again bid for and further rose to 25¾ buyers, but few shares changed hands. The Pref. were also in request. In Steam securities, Dundalk and Newry shares rose ½ more to 34. City of Dublin Stocks were offered on the continuance of the strike. Marconi Wireless Telegraph Shares were in top request, and the Ord. rose 3d. further to 10s. 5d. for a few shares. American Marconi Shares realised 16s. 3d., and Spanish and General Wireless Trust 5s. There was scarcely anything doing again in Home Railway Ord. Stocks. Great Southern and Western Original fell ½ to 88½. Midland Great Western repeated 32, and Great Northern Pref. 82. Nothing else quoted in this section. Cavan and Leitrim Shares fetched 98s. 9d., and Clogher Valley repeated the closing figure, 10½ to 11 nominally. Tramways were little dealt in. Dublin United issue alone quoted, and were irregular. The Ord. hardened ½ to 9, while the Pref. gave way ¼ to 11. The 3½ p.c. "A" Debs. closed 70½ bid, and Provincial Debs. 9 bid, but in neither case Ord shares offer. Among Dunlops, Parent Tyre Ord. fell 1½d. to 20s. 1½d., while the Def. rose 1½d. to 20s. 4½d. Dunlop Rubber 5 p.c. Pref. closed a shade better, with dealings at 20s. 6d. 20s. 7d. In Drapery Shares, Pim Brothers alone quoted The Ord. repeated 5½ and the Pref. 5¼. Manufacturing Shares were busy. Bradford Dyers Ord. were made to appear 2s. 9d. higher at 28s. 7½d. 24s. 9d., but the advance belongs to the past few days in reality. Since the increased dividend was notified last week Coats Ord. fell 3/16 to 54¾, but the Pref. Ord. rose ¼ to 56¼. Fine Cotton Spinners were 5d. weaker at 27s. 3d. Goulding Pref. repeated 98s. 9d., and Kapp and Peterson Ord. 25s. 9d. J. C. Parkes and Sons Pref. rose 6d. to 16s. 6d. Divers, on the increased dividend announced on the Ord. Shares, which are held by the vendors. Tedcastle McCormick Shares remain on offer without buyers declaring. Burke Distillery is closed.

Other business done included Ampat (Sumatra) Rubber at 19s. Clayton Ord. at 9s. 6d., the Pref. at 77s. 6d., and Port Dickson Lukut Rubber at 2s. 7½d.

BANK OF IRELAND RATE, 5 PER CENT.

	Previous Price for Cash	Business Done	Nominal Quotation for Cash	Nominal Quotation for Account
			Bid	Ask'd
Government Funds, &c.				
2½ Consol, 1923	58½	58½	—	—
War Loan, 3½ Stock	*	98	—	—
War Loan, 4½ Stock	97	97	—	—
Banks.				
Bank of Ireland	129½		130	—
National Bank	15¾	15¾	—	—
Breweries and Distilleries.				
Dublin Dist Rcts 4½ Deb.			65½	69
Guinness Ord.	25	25¾	—	—
Steam and Canal.				
Dundalk & Newry Steam	62½		65	—
Telegraphs and Telephones.				
Marconi's Wireless Tel. Ord	10/3	10/3	—	—
Railway Ordinary Stocks.				
G. Sand West. Ord.			90½	—
Mid. Gt. West. Ord.	32	32	32	—
Railway Preference Stocks.				
(With dividends contingent on profit of each separate year.)				
Gt. Nor. (I.) 4% Consol	82	82	—	—
Railway Baronial Guaranteed Shares.				
1s Perpetuity under Act, 1883.				
Cavan and Leitrim 5 p. c.			98½	—
Clogher Valley 5 p. c.	10½		10¾	11
Tramways.				
Dublin United Ord.	6½*	9	—	—
Dublin United 4½ Pref.	11½*	11	—	—
Dub United 3½ A Deb.	70½	—	70½	—
Provincial Trams 5 % Deb.	9½	—	9	—
Miscellaneous.				
Talbot Pier	20½	20½	—	—
Parent Tyre Ord.	20½	20¾	—	—
Pim Brothers Ord.	5½	5¾	—	—
Pim Brothers Pref.	5¼	5¼	—	—
Bradford Dyers Ord.	28	28	28½	29½
Coats Ord.	54¾	54¾	—	—
Coats 20% Pref. Ord.	56¼	56¼	—	—
Fine Cotton Spinners Ord.	27	27	—	—
Goulding 5½ Cum. Pref.	98½	98½	—	—
Kapp and Peterson Ord.	25½	25½	—	—
Parkes (J. C. & S.) Pref.	16½	16½	—	—
Tedcastle, McCormick Ord.				90
Tedcastle, Pref.	91	91	—	—

*Ex-dividend. **Free of stamp duty (exceptional amount at special price). † ex-new; a free of income tax; b price of, or cash, a quarterly; ** small amount, seller paying stamp and fee; n minimum price. * No number shown means no business to date a purchase or sale, whether between members or non-members, in shares dealt in in the American Market at a less price than the Irish quotation; equivalent of the Minimum Price officially fixed by the Executive of the New York Stock Exchange.

Business commences at 12 o'clock. Stock Exchange closed on Saturdays.

OTHER BUSINESS DONE.
11.45 o'clock.

Amput Sumatra Rubber Estate 19/-
Clayton (F. and J.) and Co., Ltd. Ord. 9/6
Do. Pref. 77/6
Dublin Distillery Co. Pref. ..... †20/6 20½
Marconi Wireless Telegraph Co. of America 16/3
Port Dickson Lukut Rubber Estates 2½
Spanish and General Wireless Trust 5/-

†Exceptional amount at special price.

THE MONEY MARKET.

Bank Rate (changed August 8, 1914) ... 5 p.c.
(FROM OUR FINANCIAL CORRESPONDENT.)

LONDON, THURSDAY.

The Bank return was up to the best expectations, the further good increases in the reserve and stock of bullion being matter for congratulation. It is anticipated that the building-up process of the reserves of the central institution will continue during the next few weeks, in which case gold contributions from Paris will become less necessary. Money was in good supply in the loan market, and most of the day's business in call money was done at 4½ p.c. with weekly fixtures again round 4¼ to 4½ p.c.

Bank Rate (Discount) changed August 6, 1914, 5 p.c.

90 days fine ...	2 5/16		
3 months ...	2 7/16	Trade acceptances ...	3¼ 6 p.c.
4 months ...	4½ p.c.	second prime, 6-7 ...	5½ p.c.
6 months ...	4½ p.c.	Best endorsed ...	5½ p.c.
Loans to bill brokers against stock ...	4½ p.c.	Prime bills ...	4½ 4¾ p.c.
Do. do. for a week ...	4½ 4¾ p.c.	Good bills ...	5 p.c.
Loans to borrowing brokers on stockbrokers'	4½ p.c.	Money on call ...	4½ p.c.
Deposit allowance: Banks ...	2½ p.c.	Discount Houses at call ...	2½ p.c.
do. do.	2½ p.c.	do. at notice ...	2½ p.c.

The Bank return indicates clearly the narrow margin upon which the market, owing to the requirements of the Bank, was working until recent Government disbursements relieved the tension. Even after these Government payments market balances are over a million down on the week. Well over 1½ millions was disbursed in dividends, mostly upon Lancashire and Yorkshire Railway securities. There was no material change in the Discount rates, which was quiet. Two months' drafts were taken at 5 p.c., three months at 5¼ p.c., and six months' at 5½ to 5¾ p.c., but commercial bills were unaltered.

The bids for the new Russian £10,000,000 Treasury Bills closed to-day. The operation is understood to have been quite successful.

There was a good business in Exchequer Bonds and Home Treasury Bills at the Bank.

The New York exchange was quoted at 4.76.

The total value of cheques cleared through the Clearing-house banks for the past week was 2,275,520,000, against £288,015,000 for the preceding week, and £230,711,000 for the corresponding week a year ago.

The Stock Market was weaker again in absence of buyers. Spot bars fell ½d. to 29½d. per oz.

The Bank of England announced the sale of £10,000 in bar gold, while £200,000 in sovereigns was taken for export to Spain.

On Change rates were firmer on Holland, France, Switzerland, Portugal, Scandinavia, and America moved in favour of this country. Russian, Italian, and Spanish currencies improved in value.

The following foreign exchange rates were current:—

New York cables 4.76½ to 4.77¼.
Paris cables 27.96 to 28.06.
Amsterdam cables 11.27 to 11.32.
Italy cables 31.80 to 32.
Scandinavian cables 16.05 to 17.05.
Petrograd cables 150 to 152.
Rio de Janeiro, ninety days' bills, 11½d.
Buenos Ayres, ditto, 49¾d.

BANK OF ENGLAND RETURN,
WEEK ENDING FEBRUARY 16, 1916.
ISSUE DEPARTMENT.

Notes issued ... £72,614,795 | Government debt ... £11,015,100; Other securities ... 7,434,900; Gold coin and bullion ... 54,164,795 | £72,614,795

BANKING DEPARTMENT.

Proprietors' Capital ...	£14,553,000	Government Securities ...	£23,859,300
Rest ...	3,444,761	Other Securities ...	
Public deposits ...	51,514,569	of the ...	28,188,596
Other ...	99,166,058	Notes ...	40,048,025
Total of other Bills ...	27,770	Gold & Silver Coin ...	484,937
	£168,695,898		£168,695,898

Compared with last week:

	Increase.	Dec'ease.
Circulation (excluding 7-day and other Bills) ...	£ 299,810	£ —
Other Deposits ...	—	11,136,306
Government Securities ...	780	—
Other Securities ...	—	13,378,664
Bullion ...	540,168	—
Rest ...	—	78,950
Reserve ...	839,978	—

Proportion of Reserve to Liabilities, 27 9 p.c., against 24 4 p.c. last week.

The following shows the position of the Bank of England now and during the previous two years:—

	1916.	1915.	1914.
Circulation (excluding 7-day and other bills)	£ 32,614,795	£ 34,167,265	£ 28,077,995
Public Deposits ...	51,514,569	40,316,039	17,324,531
Other do. ...	99,156,058	117,617,623	45,957,953
Gov. Securities ...	52,859,300	48,502,642	11,305,998
Other do. ...	95,159,596	101,760,537	37,142,723
Reserve of notes & coin ...	40,704,002	49,828,707	32,899,463
Coin and bullion ...	54,819,752	65,545,972	42,527,458
Reserve to Liabilities ...	27·9 p.c.	31¼ p.c.	52 p.c.
Bank Rate ...	5 p.c.	5 p.c.	5 p.c.
Consols ...	58¾	58¾	76¼
War Stock ...	—	92¾	90¼
Clearing-house return	£ 275,520,000	£ 230,711,000	£ 406,379,000

LONDON STOCK MARKETS IRREGULAR.

MODERATE ACTIVITY.
FALL IN "CANPACS."

(FROM OUR FINANCIAL CORRESPONDENT.)

LONDON, THURSDAY.

On the Stock Exchange the general aspect was irregular. There was a moderate degree of activity in some directions, bred of the brilliant Russian success in the Caucasus. The gilt-edged department hardened at first, but did not hold its ground, despite the good Bank return. Consols and the 4½ p.c. War Loan were without net change, but the old 3½ p.c. Loan dropped ⅛ to 88⅝. Indian Government issues were steady; the 5½ p.c., at 80¼, were ¼ to the good. 2½ p.c. and 2¾ p.c. Children each weakened ¼. Bank of England Stock reacted 2 to 292.

In the Foreign market, Russian Fives receded ¼ to 83¾. Spanish Fours rose 1 to 80. Greek Monopoly Bonds dropped ¼ to 44¾. Tintos closed over the lowest, but ⅛ down on balance at 53¼. There were some irregular changes of ¼ to ½ among Japanese issues. Argentine Bonds were mostly dull, and there were some narrow mixed variations in the Brazilian section. The Funding Loan lost ¼ at 73¾. Mexican Fives were marked up to 36. Peru Ord. fell ¼ to 4; the Preferred, at 20¼, was ¼ up.

Home Rails were checkered. There were variations of ½ to ½ either way. In the heavy section, North-Westerns fell ½ to 152½; Leeds Stock lost the same fraction, and Midland issues were ½ to ½ down. Great Eastern weakened ½ to ⅞. Metropolitans, among Undergrounds, lost ½ at 23¾. Underground Electric Sixes, at 84½, were ½ down. Among Scotch issues Caledonian Stocks rose ½ all round, while North British Ord. further recovered ½ to 14, helped by the favourable report.

Americans were lower. Treasury prices, on adjustment to parities, were marked back ½ to ¾ in many instances. Union Pacifics, at 137½, were a dollar down, while Milwaukees dropped ¼ to 56½. Quotations outside the Treasury shared the general heaviness. Wall street still being nervous in reference to the German claims in respect of submarine rights. Steels, closing over the lowest, were ⅛ down at 80½. Eries, Southerns, and Denvers were ¼ to ½ lower.

Canadian Pacifics opened weak on parity, and failed to rally, finishing 4⅝ down at 178¾. There were several falls of ¼ to ½ among Grand Trunk Stocks. The Second Pref. fell 1 to 51½. The weekly traffic showed a gain of £38,755.

Mexican Railway Ord. fell ½ to 15½. Numerous declines of ½ to 1 were recorded among Argentine Rails. Entre Rios Ord., however, rose 1 to 25½, and the Pref. was 2½ up at 60½. United of the Havana put on ½ at 65½.

BUSINESS DONE:—

Last M.D.	STOCKS and SHARES		
—	Canada Money		
—	Irish Land Stock 4½		
—	War Loan, 1914	98¼	— ⅛
—	War Loan, 1915	97	
—	Local Loan	92½	
—	Bank of England		
—	Dub. 3½ Cons.	88⅝	— ⅛
—	Do. 4½ Cons.	97	
—	London Cos. Consol. 2½		

	Foreign Bonds.		
102	Argentine 5½ 1909	99⅝	
67	Do. 4½ Revolution	66⅝	
—	Do. 5½ 1907	99½	
70¼	Brazil 4½ 1889	66¾	
73	Do. 4½ 1910	73¾	
—	Do. 5½ Funding 1914	73¾	— ⅛
73¾	Do. 5½ Funding 1914	73¾	
—	Chinese 4½ 1911	79¼	
64¼	Chilian 5½ 1896	99½	
99½	Do. 4½ Gold 1896	99½	
97	Do. 5½ 1912	97½	
60½	Argentine Gold 1884	60½	
36¼	Greek 5½	36¼	
44¾	Hungarian 4½	44¾	
53	Italian Rentes	53	
80	Japan 4½ 1st Series	80	— ¼
80	Do. 4½ 2nd Series	80	
80½	Do. 4½ 1905	80½	
74¾	Do. 4½ Sterling	74¾	— ⅛
83¾	Russian 5½ 1906	83¾	
80¼	Spanish 4½	80¼	— ¼
92	Turkish Unified	92	
68¾	Uruguay 4½	68¾	
4½	Peruvian Corporation	4½	
21	Do. Pref.	21	— ¼
21	Do. Deb.	21	— ¼

	Home Rails.		
78	Brighton	78	
77	Do. A	77	
24	Caledonian	24¼	— ⅛
13½	Do. Def. Ord.	13½	
41	Do. Pref. Ord.	41½	
21	Central London Ord.	21	
31	Chatham	31	
27½	Do. Pref.	27½	
36	Do. Red Pref.	36	
8	East London	8	
10¾	Great Central Def.	10¾	
45	Do. Pref.	45	
45¼	Great Eastern	45¼	— ⅛
35	Great Northern Pref.	35	— ⅛
47	Do. "A"	47	
31½	Do. "B"	31½	— ⅛
27½	Great Western	27½	
27½	Hull and Barnsley	27½	
40½	Lancashire and Yorkshire	40½	— ⅛
152½	London & N.W. Western	152½	— ½
152	Do. South-Western	152	
31	Do. Def. Ord.	31	
26	Do. New 5 p.c. Pref.	26	
27	Metropolitan	27	— ⅛
7	Do. District	7	
32	Midland Pref. Ord.	32½	
82	Do. Deb.	82	
82	North British Pref.	82	
14	Do. Def.	14	— ½
110½	North Eastern Consols	110½	
81	South Eastern	81	
29	Do. Pref.	29	
29¼	South-Eastern A	29¼	

	American Rails.		
98¼	Atchison, Topeka	98¼	— ⅛
101	Do. Pref.	101⅝	— ⅛
78	Baltimore and Ohio	78	— ⅛
90	Chesapeake and Ohio	90	
57	Chicago, Mil. & St. Paul	56½*	— ⅛
96	Do. Pref.	96	
19¾	Erie	19¾	
28	Do. 1st Pref.	28	— ⅛
17	Illinois Central	106½*	— ⅛
106	Louisville and Nashville	106½	— ⅛
24½	Missouri, Kan., & Texas	24½	— ⅛
56	New Haven, Mexico 1st Pf.	56	— ⅛
78	Do. 2nd Pref.	78	
90	N.Y. Central & H. River	90½	— ⅛
47	New York, Ontario	47	
53½	Norfolk and Western	53½	— ⅛
55	Pennsylvania	55½	— ⅛
87	Philadelphia & Reading	87½*	— ⅛
31½	Southern Common	31½	
34	Southern Pacific Shares	34	
137½	Union Pacific	137½*	— ⅛
9	Wabash	9	
9	Do. Pref.	9	
19¾	United States Steel	80½	— ⅛
117	Do. Pref.	122½*	— ⅛

*Treasury prices.

	Colonial and Foreign Rails.		
178	Canadian Pacific	178¾	— 4⅝
—	Canadian Nor. 3½ Deb.	65	
—	Do. 4% Perp. Deb.	68½	
12½	Grand Trunk	12½	
51	Do. 4% Guar.	51½	
14½	Do. 1st Pref.	14½	— ⅛
7½	Do. 2nd Pref.	7½	
7½	Do. 3rd Pref.	7½	
34¼	Do. 4% Deb. Stg.	34¼	— ⅛
—	Do. Pref. Deb. 4% Stg.	77¾	— ⅛
—	Antofagasta 5½ Pref. Ord.	107½	
—	Do. 5% Deb.	97½	
—	Do. Def. Ord.	121½	
69½	Argentine Gt. West. Ord.	69½	
32	Do. 5% Debentures	32	
—	Arica and Tacna 4%	16	
81	Buenos Ayres Great Sth.	81½	
—	Do. 5% Preferred	87½	
—	Central Uruguay Ord.	3½	
26¾	Chilian Northern	26¾	
21	Brazil Railway	21	— ⅛
—	Do. 4% Cum. Pref.	77¾	
—	Do. 4% Debentures	64½	
105¾	Buenos Ayres Gt. Sthn.	105¾	
52½	Do. and Pacific Ord.	52½	
105½	Do. 6% Preference Stock	105½	
16½	Central Argentine Ord.	16½	— ⅛
84¼	Do. 6% Debentures	84¼	
57	Central Uruguay Ord.	57	
40½	Costa Rica Ord.	40½	
12	Entre Rios Ord.	12	
74	Do. 4% Pref. Cum.	69¾	+ 2¾
—	Gt. Western Brazil Ord.	79¾	
—	Int-Oceanic of Mex. Pf.	21	
—	Mexican Rails	36½	
16½	Do. 4%	16½	
16	Do. 4% Pref.	16	
—	Leas in bill brokers hands of wool, 2½ bales.		
—	Do. do. for a week	4½ 4¾ p.c.	
—	Leas on fortnightly loans to stockbrokers	5 p.c.	
—	Deposit allowance: Banks	2½ p.c.	
—	do. Discount Houses at call	2½ p.c.	
—	do. do. at notice	2½ p.c.	
10½	Mexican Railway Ord.	15½	— ⅛
4	Do. Pref.	20¼	— ⅛
4	Do. Def.	4	

THE INDUSTRIAL MARKET.

(FROM OUR FINANCIAL CORRESPONDENT.)

LONDON, THURSDAY.

Among Miscellaneous and Industrial Shares there was little display of activity. Brazilian Tractions rebounded ½ to 52¾. As regards Supply issues, Lyons gained 5d., at 80s., while Maypole Dairy Def. marked a similar advance, and Harrods, at 71s. 3d., were also 5d. up. Van den Berghs weakened 9d. to 49s. 9d. Liptons shed 3d., and the Pref. weakened 9d. to 13s. 3d. Bovrils were offered back to 20s. 9d. Hudson's Bays, among Land-Shares, were weaker, falling ¼ to 6¼. Pekin Shansis, at 12s., were 2s. 9d. down. Nigers shed 3d. Marconis held their ground, but the Pref. weakened 6d. to 33s. 3d. There was not much doing among Armaments, but Cammell Lairds were a good feature, rising to 5⅞. Rolls Royce put on 6d. at 44s. 6d. There were again many mixed changes of ¼ to ½ among Bank Shares, with losses rather in a majority. Courtaulds closed under best at 71s. 3d. Among shipping descriptions, P. and O. Def. fell 1 to 278, and Royal Mails were dull at 38½.

Banks.

4½	Agricultural of Egypt	15/9	+ 3/9
—	Anglo-Egyptian	9⅝	+ ⅛
—	Anglo-American	5½	+ ½
—	Bank of Australasia	100½	
—	Bank of New S. Wales	37½	
—	Barclay & Co. "A" Shs	7⅞	
—	Brit. Mid. Countries	21½	+ ½
—	Hong Kong & Shanghai	24¼	+ ¼
—	Lloyd's	22½	+ ⅛
—	London & River Plate	29	
—	Lon. Co. Westminster	34¼	— ⅛
—	London Joint Stock	35	
—	National	17¼	
13½	National Bank of Egypt	13½	+ ½
—	National Prov. (£12 pd)	23¼	— ⅛
—	Parr's Bank	28¾	
—	Prov. S. Africa (£5 pd)	5½	
—	Union of Australia	46¾	
—	Union of London	32¼	

Telegraphs and Telephones.

23	Anglo-American Def.	21⅞	
12½	Marconi Wireless	10/3	— ⅛
3½	Do. Pref.	33/3	
4½	Do. Canada	4/9	
16/3	Do. American	16/3	
5/3	Do. Spanish	5/3	
1½	West India & Panama	21/9	

Breweries.

10½	Allsopp Pref. Ord.	2	
19	Do. 6% Pref.	8¾	
—	Barnsley Ord.	25½	
—	Bartholomay Ord.	35/3	
7½	Do. Pref.	6¾	
—	Bass, Ratcliff Pref.	82½	
—	Chicago Ord.	27/6	
—	Denver	4/6	
—	Guinness Ord.	21¾	
—	Do. Pref.	13½	
—	Ohlsen's Cos.	30/3	
—	St. Louis Ord.	7/6	
7½	Do. Pref.	6½	
17½	Do. Deb.	17½	
—	Do. New 5 p.c. Pref.	17½	
—	Metropolitan	8½	
—	Do. District	1½	
—	Midland Pref. Ord.	35¾	
—	Do. Deb.	82	
—	North British Pref.	15	
—	Do. Def.	14	— ½
—	Northern Consols	14¾	
—	South Eastern	29	
—	Do. Pref.	29¼	
—	South-Eastern A	29¼	
68¼	Taff Vale	68¼	

10½	Brighton	78	
77	Do. A	77	
24	Caledonian	24¼	— ⅛
13½	Do. Def. Ord.	13½	
41	Do. Pref. Ord.	41½	
21	Central London Ord.	21	
31	Chatham	31	
27½	Do. Pref.	27½	
36	Do. Red Pref.	36	
8	East London	8	
10¾	Great Central Def.	10¾	
45	Do. Pref.	45	
45¼	Great Eastern	45¼	— ⅛
35	Great Northern Pref.	35	— ⅛
47	Do. "A"	47	
31½	Do. "B"	31½	— ⅛
27½	Great Western	27½	
27½	Hull and Barnsley	27½	
40½	Lancashire and Yorkshire	40½	— ⅛
152½	London & N.W. Western	152½	— ½
152	Do. South-Western	152	
31	Do. Def. Ord.	31	
26	Do. New 5 p.c. Pref.	26	
27	Metropolitan	27	— ⅛
7	Do. District	7	
32	Midland Pref. Ord.	32½	
82	Do. Deb.	82	
82	North British Pref.	82	
14	Do. Def.	14	— ½
110½	North Eastern Consols	110½	
81	South Eastern	81	
29	Do. Pref.	29	
29¼	South-Eastern A	29¼	

178	Canadian Pacific	178¾	— 4⅝
—	Canadian Nor. 3½ Deb.	65	
—	Do. 4% Perp. Deb.	68½	
12½	Grand Trunk	12½	
51	Do. 4% Guar.	51½	
14½	Do. 1st Pref.	14½	— ⅛
7½	Do. 2nd Pref.	7½	
7½	Do. 3rd Pref.	7½	
34¼	Do. 4% Deb. Stg.	34¼	— ⅛
—	Do. Pref. Deb. 4% Stg.	77¾	— ⅛
—	Antofagasta 5½ Pref. Ord.	107½	
—	Do. 5% Deb.	97½	
—	Do. Def. Ord.	121½	
69½	Argentine Gt. West. Ord.	69½	
32	Do. 5% Debentures	32	
—	Arica and Tacna 4%	16	
81	Buenos Ayres Great Sth.	81½	
—	Do. 5% Preferred	87½	
—	Central Uruguay Ord.	3½	
26¾	Chilian Northern	26¾	
21	Brazil Railway	21	— ⅛
—	Do. 4% Cum. Pref.	77¾	
—	Do. 4% Debentures	64½	
105¾	Buenos Ayres Gt. Sthn.	105¾	
52½	Do. and Pacific Ord.	52½	
105½	Do. 6% Preference Stock	105½	
16½	Central Argentine Ord.	16½	— ⅛
84¼	Do. 6% Debentures	84¼	
57	Central Uruguay Ord.	57	
40½	Costa Rica Ord.	40½	
12	Entre Rios Ord.	12	
74	Do. 4% Pref. Cum.	69¾	+ 2¾
—	Gt. Western Brazil Ord.	79¾	
—	Int-Oceanic of Mex. Pf.	21	
—	Mexican Rails	36½	
16½	Do. 4%	16½	
16	Do. 4% Pref.	16	
—	Leas in bill brokers hands of wool, 2½ bales.		
—	Do. do. for a week	4½ 4¾ p.c.	
—	Leas on fortnightly loans to stockbrokers	5 p.c.	
—	Deposit allowance: Banks	2½ p.c.	
—	do. Discount Houses at call	2½ p.c.	
—	do. do. at notice	2½ p.c.	
10½	Mexican Railway Ord.	15½	— ⅛
4	Do. Pref.	20¼	— ⅛
4	Do. Def.	4	

RUBBER SHARES STRONG.

(FROM OUR FINANCIAL CORRESPONDENT.)

LONDON, THURSDAY.

The price for raw rubber was very firm at 3s. 7½d. per pound; consequently the Rubber Share market was good. A large number of small movements were recorded on the day, while Highlands and Lowlands advanced 1s. 1d. P.P.K. (Ceylon) rose 2s., and Rubber Trust 1s. 1d. Tandjong rose 1s. 3d., and Tandjong Malim 1s.

Anglo-Java (£1)—22⅞. +1½d.
Anglo-Malay (£1)—10⅞. +1½d.
Balang Malaka—5/16. +9d.
Bass Tara—66/3.
Beaufort Borneo—19/9. +6d.
B. N. B. Rubber Trust—14/3. +7½d.
Bukit Merlajan (£)—4/1.
Bukit Rajah—6¼.
Bukit Sembawang (£ pd.)—3/7. −2d.
Burnham Peruk—3/6.
Cheronone (£)—3/9.
Cicely Ord. (£)—20/6. +3d.
Consolidated Malay (£)—12/3. +4½d.
General Ceylon Rubber and Tea—40/6. +1½d.
Highlands and Lowlands—21/3. −1/3.
Java Amalgamated—27/9.
Johore Rubber—24/6.
Kamaing (£ pd.)—4/1. +½d.
Kapar Para—5/4. −⅛.
Kepitalian—2/3. +3d.
Kepong (Malay)—12/1½. −½d.
Lalu (F.M.S.)—7/7½. +2½d.
Lanadron—42/9. +1½d.
Langkat Sumatra—4/10.
Langsi Ordinary—18/10½.
London Asiatic (£)—7/4½. +1½d.
Malacca (Ordinary—9/6.
Malayalam—30/4½. +1½d.
Merlimau (£)—5/4. +½d.
P. P. K. (Ceylon)—14/6. +2/-.
Palating (£)—32/6.
Perak Rubber Plantations—5/3. −6d.
Rac. (Travancore)—26/3. +3d.
Rubber Trust (£6 pd.)—19/3. +1/1.
Sapumankande—24/1½.
Sennah (15s. pd.)—14/9. −10½d.
Siakang—4/1½.
Straits Rubber—20/.
Straits (Sertam) (£)—5/. +1½d.
Sumatra Para (£)—7/6. −1½d.
Sungei Ujoh—2 0/0.
Tall Ayer—20/1½.
Talpingo—3/3½. −½d.
Tandjong—70/9. +1/3.
Tandjong Malim (15/- pd.)—24/6. −1/-.
Tempeh—1/3.
United Serdang—11/9½.
United Sumatra (£)—7/9½. +2½d.
Val d'Or (£)—2/7. +1½d.
Valambrosa (£)—18/7½.

MANCHESTER STOCK EXCHANGE.

Textile Shares again in good demand. Official closing prices:—

Bleachers Ord., 15/9 to 16/.	Costs Ord., 5⅞ to 5⅞.
Do. Pref., 19/3 to 19/9	English Sewing Cotton, 36/- to 36/6.
Bleachers' Ord., £4/3 to £4/9	Do. Pref., 18/6 to 18/9
Manuest 11.6 P. Ord.	Fine Spinners, 26/- to 28/6.
Do. 5% Bonds	Do. Pref., 19/- to 19/3
Manchester 5% Ord. 44⅞	English Velvet Ord., 19/3 to 20/3
Do. Pref.	Do. Pref., 17/3 to 17/9
Do. Bonds	
Montrose Ord.	
Do. 5% Bonds	
Patons Ord.	
Do. 5% Bonds	
Pickford's Ord.	
Sao Paulo Trams 5% Deb.	
Shivingtian Water 4½ Deb.	
Do. Ord.	
Toronto Power 4½ Deb.	
Underground Elec. (£10)	
Do. Income Bonds	

Miscellaneous.

—	Anglo-Russian Tel. Ord.	9/-	
7½	Brazilian Tractions (£1)	52¾	+ ¾
5½	Amalg. Prod Cmn. Ord.	6½	
—	Do. Pref.	8¾	
—	Do. 5% 2nd Deb.	84	
20/-	Bovril Ord.	20/-	+ 1/-
20/-	Do. Deb.	20/-	
14/3	British Oil and Cake	20/3	
—	Do. Pref. Ord.	14/3	
4½	Brunner

FINANCIAL NEWS

DUBLIN STOCK EXCHANGE.

MARKETS QUIETER WITH PRICE MOVEMENTS IRREGULAR AND LIMITED.

DUBLIN, THURSDAY EVENING.

The Dublin Stock and Share Markets were much quieter to-day with unimportant irregular price movements. There was really no feature, and many of the quotations were for small or exceptional lots. In the Funds, Consols repeated 58¾. War Loan 3½ p.c. Stock realised 88 x.d., and War Loan 4½ p.c. Stock was steady at 97. Banks were idle but firm. Nationals repeated 15¾, while Dublin Distillers 4½ p.c. Debs. closed rather higher, but still nominal at 65½ to 69. Guinness Ord. were again bid for and further rose 2s., buyers, but few shares changed hands. The Pref. were also in request. In Steam securities, Dundalk and Newry shares rose 1 more to 54. City of Dublin Stocks were offered on the continuance of the strike. Marconi Wireless Telegraph Shares were in request, and the Ord. rose 3d. further to 9s. for a few shares. American Marconi Shares realised 16s. 3d., and Spanish General Wireless Trust 5s. There was scarcely anything doing again in Home Railway Ord. Stocks. Great Northern and Western Original fell ½ to 89½, Midland Great Western repeated 3d., and Great Northern Pref. 82. Nothing else quoted in this section. Cavan and Leitrim Shares fetched 98s. 9d., and Clogher Valley repeated the closing figure, 10½ to 11 nominally. Tramways were little dealt in. In Dublin United issues alone quoted, and were irregular. The Ord. hardened ½ to 9, while the Pref. gave way ½ to 11. The 3½ p.c. "A" Debs. closed 70, bid, and Provincial Debs. 9 bid, but in neither case did shares offer. Among Dunlops, Parent Tyre Ord. fell 1½d. to 20s. 1½d., while the Def. rose 1½d. to 20s. 4½d. Dunlop Rubber 6 p.c. Pref. closed a shade better, with dealings at 20s. 6d. 20s. 7d. In Drapery Shares, Pim Brothers alone quoted. The Ord. repeated 5½ and the Pref. 5½. Manufacturing Shares were busy. Bradford Dyers Ord. were made to appear 2s. 9d. higher at 24s. 7½d. 24s. 9d., but the advance belongs to the past few days in reality. Since the increased dividend was notified last week Cantrell Ord. fell 5½ to 54½, but the Preld. Ord. rose ⅛ to 5½. Fine Cotton Spinners were 5d. weaker at 27s. 3d. Goulding Pref. repeated 98s. 9d., for Kapp and Peterson Ord. 2s. 9d. J. C. Parkes and Sons Pref. rose 5d. to 15s. 6d., buyers, on the increased dividend announced on the Ord. Shares, which are held by the vendors. Textiles: McCormick Shares remain on offer without buyers declaring. Burks Deos. remain in request.

Other business also included Ampat (Sumatra) Rubber at 19s. Clayton Ord. at 9s. 3d., the Pref. at 77s. 6d., and Port Dickson Lukut Rubber at 2s. 7½d.

BANK OF IRELAND RATE, 5 PER CENT.

Government Funds, &c.

	Previous Price	Business Done for Cash	Nominal Quotation for Which Fixed Ask'd
Consol, 1923	58½	58½	— —
War Loan, 3½ Stock	*	88	— —
War Loan 4½ Stock	97	97	— —

Banks.

Bank of Ireland	189½	190	— —
National Bank	15¾	15¾	— —

Breweries and Distilleries.

Dublin Distillers 4½ p.c. Deb.			65½ 69
Guinness	25	25½	— —

Steam and Canal.

Dundalk & Newry Steam	62½	165	— —

Telegraphs and Telephones.

Marconi's Wireless Tel. Ord.	10/9	13/-	— —

Railway Ordinary Stocks.

G. Southwest. Ordinary	40½	—	— —
Mid. Great West. Ord.	32	32	— —

Railway Preference Stocks.

(With dividends contingent on profit of each separate year.)

G. Northern 4½ p.c. Consol.	82	82	— —

Railway Barontal Guaranteed Shares.

(Principal and interest under Act, 1889.)

Cavan and Leitrim 5 p.c.	98½	98½	— —
Clogher Valley 5 p.c.	10½	10¾	11 —

Tramways.

Dublin United Ord.	8½*	9	— —
Dublin United 4½ Pref.	11*	11	— —
Dublin United 3½ A Deb.	70		70 —
Provincial Trams 5 p.c. Deb.	9½	9	— —

Miscellaneous.

Parent Tyre Ord.	20½	20½	— —
Parent Tyre Def.	20½	20 4½	— —
Pim Brothers Ord.	5½	5½	— —
Pim Brothers Pref.	5½	5½	— —
Bradford Dyers Ord.	22	24 7½	24 9
Texas Ord.	2½	2½	— —
Cantrell & Cochrane Ord.	50½	54	— —
Cantrell & Cochrane Pref.	5½	5½	— —
Goulding 6 p.c. Pref.	98½	98½	— —
Kapp and Peterson Ord.	2 9	2 9	— —
Parkes (J. C. & S.) Pref.	14	14 6	— —
Tedcastle McCormick Ord.	9	9	— —
Tedcastle McCormick Pref.	51	51	— —

*Ex-dividend. †Free of stamp duty, transferable amount at special price. ‡Exclusive of income tax. ‖Subject to a contingent liability of an amount, seller paying stamp duty fee, a minimum price to member sha 6s. a share, or a charge to take a purchaser or sale, whether between members or non-members, in shares dealt in in the Stock Market at a lower price than five shillings per share at the Minimum Prices officially fixed by the Stock Exchange, viz., 5/- and upwards.

Business commences at 12 o'clock noon.
Stock Exchange closed on Saturdays.

OTHER BUSINESS DONE.
11.45 o'clock.

Amalgamated Publishers Ord. 15/-
Brooks, Thomas, & Co., Ltd. Ord. 9/6
do. do. Pref. 19/-
Dublin Rubber Ord. 20/6 20/-
Marconi Wireless Telegraph Co. of America 16/3
Pim Bros. Ltd. Ord. 5½ 5½ 5½
Spanish and General Wireless Trust 5/-
(Exceptional amount at special price.)

NORTH LOUTH.

TWO NATIONALIST CANDIDATES.

(FROM OUR CORRESPONDENT.)

DUNDALK, THURSDAY.

In the Courthouse to-day Mr. J. J. Russell, Solicitor, of the county, received nominations for the vacancy in the Parliamentary representation of North Louth. Two candidates were nominated—viz., Mr. Patrick J. Whitty, the candidate selected by the U.I.L. convention, and Mr. Bernard Hamill, J.P., of the Dundalk Harbour Board. Twenty-nine nomination papers were handed in on behalf of Mr. Whitty and ten on behalf of Mr. Hamill.

It is stated the speakers to attend a meeting in Dundalk on Sunday next in support of Mr. Whitty are Mr. Joseph Devlin, M.P.

AGRICULTURAL BOARD.

A meeting of the Agricultural Board was held at the offices of the Department, 4 Upper Merrion street, Dublin, on Wednesday. The following attended:—The Right Hon. T. W. Russell, M.P., Vice-President of the Department (in the chair); Mr. John Bourke, Mr. Patrick J. Clark, J.P.; Very Rev. Canon Doyle, D.D., P.P.; Mr. Robert Downes, Mr. Joseph N. N. Everard, Bart., H.M.L.; Sir Jocelyn Coote Booth, Bart., D.L.; Most Rev. Denis Kelly, D.D., Bishop of Ross; Mr. John S. F. M'Cance, J.P.; Mr. George Coughlan, J.P.; Mr. Patrick J. O'Neill.

LLOYD'S MAIL NEWS.

SUNDAY, Tender—The Galatia, for Aden, left.
BAHIA, Tender—The Amazon, for Buenos Ayres, left.
FLORENCE, Wednesday—The Suzuki Maru, left.
FREMANTLE, Wednesday—The Poona, from Sydney, arrived.
GRAVESEND, Wednesday—The Cuthbert, from Liverpool, arrived.
HAVRE, Thursday—The Sanfiji Maru, from Yokohama, South West India Dock, passed.
HONG KONG, Tender—The Kaiser, for Sydney, left.
GIBRALTAR, Tender—The Kaiser Maru, from Newport for London, and the Kano Maru, from Liverpool for London, passed.
HONG KONG, Tender—The Mongara, for London, left.
KOBE, Wednesday—The Nanna, for Bombay, left.
LISBON, Tender—The Lusitania, for Liverpool, left.
LA PLATA, Tender—The Highland Pride, for London, left.
NEW YORK, Wednesday—The Saxonia, from Boston, arrived.
NEW YORK, Wednesday—The Oceana, for Southampton, left.
NEW YORK, Wednesday—The Orduna, for Liverpool, left.
NEW YORK, Wednesday—The Toronto, for London, left.
RIO DE JANEIRO, Thursday—The Desphalenia, for London, arrived.
SYDNEY, Wednesday—The Medina, for London, left.
SINGAPORE, Wednesday—The Sardinia, from Kobe, arrived.
SYDNEY, N.S.W., Wednesday—The Ulina, for London, left.
TABLE BAY, Tender—The Mashima Maru, for London, left.

TRANSFER OF A LICENCE.—Mr. Maclancey yesterday granted an *ad interim* transfer of the licence attached to the late Mr. Peter Clowry's premises in Thorncastle street, Ringsend, to Mr. Robert Woodcock, who had purchased them, upon the application of Mr. Richard T. Holmes, solicitor.

WAR NOTICES AND APPEALS.

THE DUBLIN CASTLE RED CROSS HOSPITAL.

TO THE EDITOR OF THE IRISH TIMES.

Sir—In your excellent report of the meeting of the Dublin Castle Red Cross Hospital Supply Depôt, held in the Mansion House yesterday, there is one of two inaccuracies in the report of the financial statement, which I ask you to kindly correct. The total amount received by the Branch from the commencement of the work, in round numbers, amounted to the equipment of the Dublin Castle Red Cross Hospital, £600 to the other hospitals, £1,000; in addition, there was received, bequeathed, the sum of £1,000 to Branch have been distributed among other Brothers and Pim, the Branch, and it shall be the endeavour of the committee to make the fund last for all. Subscriptions will be thankfully received by the Hon. Treasurer, Mansion House, Dublin, or the Secretary, Irish Red Cross.

February 17th, 1916.

KNITTING COMPETITION.

KNITTED COMFORTS FOR SOLDIERS OF THE CROWN AND IN AID OF THE HOSPITAL SUPPLY DEPOT.

Entries for the competition for the best pair of knitted men's socks, grey or khaki, No. 12 needle, in plain knitting, in heel and part; (not 1½ inches and send before Each address of sender, firmly sewn on outside entrance fee, to Wardrobe.

RATHMINES SOLDIERS' RECREATION ROOMS.

The Rathmines Soldiers' Rooms have arranged to re-open as a club, at No. 24 Rathmines Road, on the 16th inst., the tenancy of the building by Mr. Turner, has placed the home at the Committee free of rent, and is prepared to supply fuel and light for the 12 months when the rooms are open, subsequent to Monday, 16th inst., provided the soldiers undertake to keep the premises in good order and condition. A committee of ladies has undertaken, etc., every night, at a nominal charge of 2d. Mr. Turner's offer, 50,000 fuel tons were in operation a short time ago, in appreciation by those for whom it is intended, the rooms have again opened in the Rathmines and games, magazines, newspapers and other material will be made available.

THE MONEY MARKET.

Bank Rate (changed August 8, 1914) ... 5 p.c.

(FROM OUR FINANCIAL CORRESPONDENT.)

LONDON, THURSDAY.

The Bank return was up to the best expectations, the increase in the reserve and stock of bullion being matter for congratulation. It is anticipated that the building up process of the reserves of the country will continue during the next few weeks, in which case good remittances from Paris will become less necessary. Money was in good supply in the loan market, and on the day's business in call money was done at 4 p.c., with weekly fixtures again round 4½ to 4¾ p.c.

Paris Rate (Discount Pre... changed August 8, 1914, 5 p.c.)

60 days fixe	5 3/4	5 3/4	5 3/4 p.c.
3 months	5 3/4	5 3/4	5 3/4 p.c.
6 months	5 3/4	5 3/4	5 3/4 p.c.

Loans to full brokers for week ... 4 p.c.
do. do. for a week ... 4½ 4 p.c.
Loans for fortnight was in stockbrokers' ...
Deposit allowance: Banks ... 1½ p.c.
do. do. Discount Houses ... 2½ p.c.
Bank rate ... 5 p.c.

Bank return indicates clearly the narrow margin upon which the market, owing to heavy payments to the Bank, was working. There is all Government disbursements to lend the tension. Even after these Government payments market balances are over a million down on the week. Well over 1½ mil. has disbursed in dividends, mostly upon Consols and Yorkshire Railway securities. There was no material change in the Discount Market, which was quiet. Two months' drafts ... at 5 to 5½ p.c., three months at ... and six months at 5¾ to 5¾. Local bills were unaltered.

The loan for the new Russian £10,000,000 was fully closed to-day. The operation ... would have been quite successful.

There was a good business in Exchequer Bonds and Home Treasury Bills at the Bank. In the New York exchange was quoted at ...

The total value of cheques cleared through the Clearing Banks for the past week was £277,... against £288,015,000 for the previous week and £230,711,000 for the corresponding week last year.

The ... market again in absence ... Spot bars fell ¼d. to ... 3/4d. per oz.

The Bank of ... announced the sale of £10,000 in ... while £500,000 in sovereigns was taken for export to Spain, the Channel Islands, Holland, France, Switzerland, ... Scandinavia, and America moved in favour of this country. Russian, Italian, and Spanish currencies improved in value.

The following foreign exchange rates were current:—

New York cables	4.76½ to 4.77½
Paris cables	27.30 to 28.0
Amsterdam cables	11.27 to 11.32
Italy cables	31.60 to 32.0
Scandinavia cables	16.05 to 17.05
Petrograd cables	150 to 152
Rio de Janeiro, ninety days' bills	11¼d.
Buenos Ayres, ditto	43¾d.

BANK OF ENGLAND RETURN, WEEK ENDING FEBRUARY 16, 1916.

ISSUE DEPARTMENT.

Notes issued	£72,614,795	Government Debt	£11,015,100
		Other Securities	7,434,900
		Gold Coin and Bullion	54,164,795
	£72,614,795		£72,614,795

BANKING DEPARTMENT.

Proprietors' Capital	£14,553,000	Government Securities	£52,859,500
Rest	3,444,701	Other Securities	95,158,596
Public deposits	51,514,369	Notes	40,049,065
Other	99,156,058	Gold & Silver Coin	654,037
7-day & other Bills	27,770		
	£168,695,898		£168,695,898

Compared with last week:

	Increase.	Decrease.
	£	£
Circulation (excluding 7-day and other bills)	299,810	—
Public Deposits	—	11,196,306
Other Deposits	—	1,351,238
Government Securities	780	—
Other Securities	—	13,378,664
Bullion	540,168	—
Rest	—	78,950
Reserve	839,978	—

Proportion of Reserve to Liabilities, 27·0 p.c., against 24·4 p.c. last week.

The following shows the position of the Bank of England now and during the previous two years:—

Circulation (excluding 7-day and other bills)	1916. £	1915. £	1914. £
Public Deposits	32,614,795	34,167,265	28,077,998
Other do.	51,514,369	40,316,039	17,224,531
Gvt. Securities	99,156,058	117,517,063	45,957,553
Other do.	52,859,500	24,952,642	11,255,998
Reserve of notes & coin	95,152,596	101,700,537	37,142,721
Coin and bullion	40,704,002	49,828,707	32,899,463
Reserve to Liabilities	54,819,732	65,545,978	42,527,458
	27·2 p.c.	31¾ p.c.	52 p.c.
Bank Rate	5 p.c.	5 p.c.	2 p.c.
Consols	58¾	68¾	75¾
Bar Silver	—	22¼d.	26¼d.
Clearings	£	£	£
	277,520,000	230,711,000	406,379,000

LONDON STOCK MARKETS IRREGULAR.

MODERATE ACTIVITY. FALL IN "CANPACS."

(FROM OUR FINANCIAL CORRESPONDENT.)

LONDON, THURSDAY.

On the Stock Exchange the general aspect was irregular. There was a moderate degree of activity in some directions, bred of the brilliant Russian success in the Caucasus. The gilt-edged department hardened at first, but did not hold its ground, despite the good Bank return. Consols and the 4½ p.c. War Loan were without net change, but the 3½ p.c. Loan dropped ½ to 88½. Indian Government issues were steady; the 3½ p.c., at 80½, were ¼ to the good. 2½ p.c. and 2¾ p.c. Children each weakened ½. Bank of England Stock reacted 2 to 192.

In the Foreign market, Russian Fives receded ½ to 83½. Spanish Fours rose 1 to 80. Greek Monopoly Bonds dropped ½ to 44½. Tintos closed over the lowest, but ½ down on balance at 65¼. There were some irregular changes of ½ to ¼ among Japanese issues. Argentine Bonds were mostly dull, and there were some narrow mixed variations in the Brazilian section. The tending: Rios lost ½ at 73½. Mexican Fives were marked up to 59. Peru Ord. fell ½ to 4; the Preferred, at 26½, was ¼ up.

Home Rails were checkered. There were variations of ½ to ¼ either way. In the heavy section, North-Westerns fell ½ to 162½; Leeds Stock lost the same fraction, and Midland issues were ½ down. Great Eastern weakened ½ to ¼. Metropolitans, among Undergrounds, lost ½ at 23½. Underground Electric Sixes, at 84½, were ½ down. Among Scotch issues Caledonian Stocks rose ½ all round, while North British Def. further recovered ½ to 14, helped by the favourable report.

Americans were lower. Treasury prices, on adjustment to parities, were marked back ½ to ¾ in many instances. Union Pacifics, at 137½, were a dollar down, while Milwaukees dropped ½ to 98½. Quotations outside the Treasury shared the general heaviness. Wall street still being nervous in reference to the German claims in respect of submarine rights. Steels, closing over the lowest, were ½ down at 81½. Reds, Southerns, and Denvers were ½ to ¾ lower.

Canadian Pacifics opened weak on parity, and failed to rally, finishing 4½ down at 178½. There were several falls of ½ to ¾ among Grand Trunk Stocks. The Second Pref. fell 1 to 51½. The weekly traffic showed a gain of £28,750.

Mexican Railway Ord. fell ½ to 15½. Numerous declines of ½ to 1 were recorded among Argentine Rails. Entre Rios Ord., however, rose 1 to 26½, and the Pref. was 2½ up at 60½. United of the Havana put on ½ at 85½.

BUSINESS DONE:—

Last M.B.	STOCKS and SHARES	Price	Rise or Fall.
	Consols Money	58¾	—
	Irish Land Stock 3½	88¾	— ¼
	War Loan, 1914	97½	— ¼
	do. 1915	96½	— ¼
	Local Loan	92½	— ¼
	Bank of England	192	— 2
	India 3½	80½	+ ½
	do. 2½	74½	—
	London Co. Consol. 3½	75½	—
	Foreign Bonds.		
105	Argentine 5% 1909	98¾	— ¼
98	do. 4% Resolution	78¾	—
78	Do. 4% 1897	94¾	—
94	Brazil 4% 1889	65½	— ¼
65	Do. 4% 1911	73½	— ½
73	Do. 4% Funding, 1914	43¾	— ½
43	Chilian 5% 1896	93½	— ½
93	Do. 4½% 1906	63	— ½
63	Do. 4% 1908	80¾	— ½
80	Chinese 5% 1913	86½	— ½
86	Do. 4% Reorganisation	73	— ½
73	Do. 4% Consolidated	71¾	— ¾
71	Japan 4% Sterling	80½	—
80	Do. 4% Bonds	84¾	—
84	Mexican 4% 1904	34½	— ½
34	Do. 5% 1913	59½	— ½
59	Portuguese 3% Gold	15½	— ½
15	Russian 4½% 1909	83½	— ½
83	Do. 5% 1906	89¾	— ½
89	Spanish 4%	80½	+ ½
80	Do. 4% Perpetual Debt	75¾	—
75	Uruguay 3½%	67	— ¼
67	Do. 4% Conversion	74½	+ ½
74	Do. 5% 1896	99¾	+ 2½
99	Do. Debs.	90½	—
	Home Rails.		
90	Brighton	78½	— ½
78	Do. Deferred	42	—
42	Caledonian	49½	+ ½
49½	Do. Def. Ord.	8	— ½
8	Do. Pref. Ord.	35	—
35	Central London Ord.	7½	—
7½	Do. Pref.	27½	—
27½	Do. Def

AUCTIONS.

J. F. KEOGH & Co.'s GREAT FRIDAY AUCTION TO-DAY, AT 25 BACHELOR'S WALK,
WILL COMPRISE
THE CONTENTS OF RESIDENCES AT NEWBRIDGE, SANDYCOVE, STILLORGAN, &c.,
COMPRISING VALUABLE COLLECTION OF
DUBLIN-MADE HOUSEHOLD FURNITURE,
PIANOFORTES, PAINTINGS, ENGRAVINGS, CHINA, GLASS, &c.
SEVERAL PIANOS, BY BISHOP, BURLING & BURLING, PIGOTT, &c.
AXMINSTER, BRUSSELS, AND TAPESTRY CARPETS AND RUGS;
All-Brass, Black and Brass, Walnut Bedsteads, Wire and Hair Mattresses; Kitchen Furniture, Utensils, China, Glass, &c.
ON VIEW BEFORE SALE.
SALE TO-DAY AT 12.30 O'CLOCK.
J. F. KEOGH & CO., AUCTIONEERS.

FURNITURE AUCTIONS CONDUCTED
BY
JAMES H. NORTH & CO., AUCTIONEERS,
GRAFTON STREET.
Established 60 years. Telephone No. 63.

DOMESTICS CONTINUED.

CONTINUED FROM PAGE 2.

WANTED, a very superior Nurse Housemaid for boy 2 years; must have some experience and good references; wonderful opportunity; good wages. Reply, stating particulars of disclaimers, Mrs. Cunningham, Ballyrobert, Carrickfergus. F

WANTED for Waterford, a young Nurse, as school maid; must have some experience and good references. Apply Mrs. Hogan's Nursery, Waterford. E

KITCHEN, LAUNDRY, &c., WANTED.

KITCHENMAID Wanted early in March; must be good Cook (Protestant) and well recommended. Send full particulars, Mrs. Bartholomew Lyster, Cloghan, Dublin. D

KITCHENMAID—Wanted, for a large Commercial Hotel in the country, a young girl, experienced Kitchenmaid; good wages; good opportunity; also sitting waiter. Apply, enclosing copies of references, "P. 976 Mail" this office.

DOMESTIC SERVANTS DISENGAGED.

IRISH TIMES SERVANTS' REGISTRY
HOURS: 10 a.m. to 4 p.m. for Servants.
10 a.m. to 6 p.m. for Ladies.
(Saturdays Closed at 1 p.m.)
These Offices have been removed to 37 Westmoreland Street.

A PROTESTANT Working Housekeeper or Plain Cook (or as assistant), ten years last place.—Apply Mrs. Ellis, Rosetta, Nurse, Rathgar. D

A Young Girl (Protestant), 11 St. Aubyn's-road, Harold's Cross, wishes to get Housework, or Nursemaid, or Waitress. D

A PROTESTANT Cook-General, Mrs. Ellis's, Rosetta, Rathgar. D

A PROTESTANT Cook-General, 3 in family, where there is a Boy at School, 10 miles out; four years' references.—Mrs. Ellis, Rathgar. D

A PROTESTANT Young Girl for two days fortnightly, Rathgar.—Mrs. Ellis, Rathgar. D

A PROTESTANT Cook-General, disengaged; 3 in family; good place; excellent character required.—Mrs. Ellis, Rathgar. D

A PROTESTANT Cook-General, last place three years; good character; excellent references.—Mrs. Ellis, Rathgar. D

A PROTESTANT Cook-General, disengaged; 3 in family; good place; excellent character required.—Mrs. Ellis, Rathgar. D

A GOOD Cook-General, Protestant, disengaged; 3 in family; good place; excellent character required.—Mrs. Ellis, Rathgar. D

A GOOD Cook-General, disengaged, last place three years; good character; excellent references.—Mrs. Ellis, Rathgar. D

A GOOD Cook-General, disengaged; 3 in family; good place; excellent character required.—Mrs. Ellis, Rathgar. D

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AXMINSTER, BRUSSELS, AND TAPESTRY CARPETS AND RUGS;
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ON VIEW BEFORE SALE.
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FURNITURE AUCTIONS CONDUCTED BY JAMES H. NORTH & CO., AUCTIONEERS, GRAFTON STREET.
Established 80 years. Telephone No. 65.

DOMESTICS CONTINUED.

CONTINUED FROM PAGE 2.

WANTED, a very superior Nurse-Housekeeper for Gentleman's residence, good wages. Reply, with full particulars, stating age, religion, wages, to Box 1, Kilkenny Chronicle, Kilkenny. B

WANTED for Waterford, a young Nurse, one that has some experience and can do plain sewing. Apply Mrs. Hearne's Restaurant, Waterford. B

KITCHEN, LAUNDRY, &c., WANTED.

KITCHEN-MAID Wanted early in March, must be good plain cook. Apply Mrs. Cooke, Dublin.

KITCHEN-MAID Wanted, for a large Commercial Hotel in the country; experienced Kitchenmaid preferred; a good opportunity; also starting young girl. Apply Box 1, Irish Times Office.

DOMESTIC SERVANTS DISENGAGED.

IRISH TIMES REGISTRY FOR SERVANTS.
HOURS: 11 a.m. to 4 p.m. Saturdays Closed at 1 p.m. 12, Westmoreland Street.
Three Doors from Post Office.

A PROTESTANT Widow's Housekeeper or Plain Cook; quiet, of experience, two years last place. Apply Registry, 12 Mr. Anne st.

A Mother's Help, R. Protestant, country or town, 3 in family, no children, wages 10 to 12 for two years' engagement. Registry, 12 Mr. Anne st.

HOUSEMAID, Young Girl for two days per week, 10 to 12 years of age, for Daily Work. Registry, 12 Mr. Anne st.

REGISTRY, Daily Work, 1s. 6d. per day. Apply Registry, 12 Mr. Anne st.

YOUNG Girl, Protestant, wishes to get Daily Work, 1s. 6d. per day. Apply Registry, 12 Mr. Anne st.

YOUNG General, 4 years present place, good cook, good laundress, good plain sewer, wishes situation; Dublin preferred. Address, Z 1018, Irish Times Office.

YOUNG Protestant Servant wishes situation with plain family, Dublin or country. Address, Z 1218, this office.

HOUSE PARLOURMAIDS DISENGAGED.

A GOOD, young Protestant Housemaid, long disengaged, wishes situation; Dublin preferred; highest references. Registry, 12 Mr. Anne st.

EXPERIENCED Young Girl, Protestant, thoroughly understands Housework, Sewing, Waiting, Dublin or country. Registry, 12 Mr. Anne st.

HOUSEMAID, or young Maid Companion's Maid, good sewer, good Needlewoman. Address, Z 1024, Irish Times Office.

HOUSE, Parlourmaid wishes situation, well versed in Waiting, Sewing, Hairdressing; Dublin preferred. Address, Z 1025, Irish Times Office.

HOUSEMAID or Cook General, R.C., Clonbrock, Galway, 2 years' good character, 3 years' last place. Apply Mrs. Dillon, Clonbrock, Ballinasloe.

HOUSEMAID, Protestant, disengaged, interview, 40 Upper Leeson st.

LADY, recommends respectable Girl, House Parlourmaid and Housemaid, wages £18-£20. Dublin preferred. Address, Z 1026, Irish Times Office.

LADY wishes to highly recommend Protestant Housemaid, 3 years last place, R.C., young, tall, fine worker; would like town; will be happy if well treated; prefer Dublin; suburbs preferred. Address, Z 948, Parsonstown, this office.

LADY'S Maid, Parlourmaid, R.C., disengaged, long, excellent character; Dublin; suburbs preferred. Apply to E. M., 3 Upper Pembroke st.

UPPER Housemaid, R.C., disengaged, long, excellent character, highly recommended; good needlewoman. Miss M. T., the Civil Hotel, Newry.

YOUNG General Wishes training as House Parlourmaid; good wages; good character. Address, Z 1027, Irish Times Office.

YOUNG Girl wishes situation as House Parlourmaid, has some experience.—641, Irish Times Office.

NURSES DISENGAGED.

A RESPECTABLE Gift, R.C., wishes position Nurse to Invalid, Office or Mother's Help, or care invalid; some experience; reliable, honest, trustworthy; highest references; Dublin or country. Address, Z 1028, Irish Times Office.

EXPERIENCED Nurse disengaged, R.C., highly recommended; city or suburbs preferred. Address, Z 1029, Irish Times Office.

EXPERIENCED Nurse, R.C., baby from birth; good character. Address, Z 994, Irish Times Office.

EXPERIENCED Nurse, R.C., disengaged; highly from highest satisfactory discharges. 14 Upper Leeson st.

LADY Nurse, recommends experienced young Nurse, 22nd—Fleetwood, 8, Sandymount avenue.

THOROUGHLY experienced Protestant Nurse desires situation; good references; 2 years' last place. Address, Z 1030, Nurse, Irish Times Office.

YOUNG Lady wishes situation as Nurse, out or two children; Nursing Home experience; highest references; country preferred.—A 1152, this office. D

DOMESTICS CONTINUED.

YOUNG country Woman desires situation as Children's Maid; 23; R.C.; needlewoman; good references.—A 1170, this office.

KITCHEN, LAUNDRY, &c., DISENGAGED.

LAUNDRESS, thoroughly experienced, Head or Single-handed; highly recommended.—Maguire, St. Ann's Hill, Blarney, Cork.

SMART young Girl, good appearance, wishes situation to be trained Kitchenmaid.—R. O. 9604, Irish Times Office, Rathmines.

TWO first class Laundry Maids, take school or hotel; good discharges; city or country.—A 1056, this office. C

SPECIFIC ARTICLES.

A? KELLY'S, 48 FLEET STREET, Secondhand Pianofortes; Bisseker, Rosewood, 35 guineas; Chickering, Rosewood, 35 guineas; Bishop, Rosewood, 35 guineas; Bishop, Walnut, 35 guineas; Bishop, Walnut, 35 guineas; Bishop, Walnut